

August 2019

# State Environmental Assessment / Finding of No Significant Impact

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## U.S. 13 (Berkeley Boulevard) Highway Improvements

SR 1003 (New Hope Road) to North of SR 1572 (Saulston Road)

City of Goldsboro

Wayne County, North Carolina

WBS Number 39026.1.2

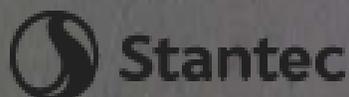
STIP Project No. U-3609B

Prepared for:



North Carolina Department of Transportation  
Division 4

Prepared by:



**U.S. 13 (BERKELEY BOULEVARD) HIGHWAY IMPROVEMENTS  
GOLDSBORO  
WAYNE COUNTY  
WBS NUMBER 39026.1.2  
STIP PROJECT NUMBER U-3609B**

**ADMINISTRATIVE ACTION**

**STATE ENVIRONMENTAL ASSESSMENT / FINDING OF NO SIGNIFICANT IMPACT**

**N. C. DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS**

**Submitted Pursuant to the North Carolina State Environmental Policy Act**



**APPROVED:**

8/19/2019

**Date**

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**DOCUMENT PREPARATION BY:  
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**PROJECT LOCATION**

Goldsboro, Wayne County, North Carolina

**PROJECT DESCRIPTION**

The North Carolina Department of Transportation (NCDOT) is proposing to widen U.S. 13 (Berkeley Boulevard) from a two-lane roadway to a four-lane roadway from New Hope Road (SR 1003) to north of Saulston Road (SR 1572). The proposed project would also include access management elements, such as medians and U-turn bulbs. The length of the project is approximately 3.6 miles. The proposed action is included in the NCDOT 2018-2027 State Transportation Improvement Program as Project Number U-3609B and is state funded. This State Environmental Assessment / Finding of No Significant Impact was prepared to consider the effects of the proposed project on the built and natural environment.

**PROJECT SPONSOR**

NCDOT Division 4

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**DOCUMENT AVAILABILITY**

This State Environmental Assessment / Finding of No Significant Impact are also available for viewing at the following locations:

**NCDOT Division 4**  
509 Ward Boulevard  
Wilson, NC 27895

**NCDOT District 3**  
2671 U.S. 70 West  
Goldsboro, NC 27530

# PROJECT COMMITMENTS

**State Environmental Assessment / Finding of No Significant Impact  
For  
U.S. 13 (Berkeley Boulevard) Highway Improvements in Goldsboro  
Wayne County, North Carolina  
WBS Number 39026.1.2, STIP Project No. U-3609B**

The following special commitments have been agreed to by NCDOT Division 4:

- The NCDOT will attempt to avoid and minimize impacts to streams and wetlands to the greatest extent practicable during the final design phase of this project.
- Off-site staging and stockpiling areas will be located to impact the least amount of natural habitat as possible.
- Stockpiling and staging areas will be revegetated after construction, which could provide replacement habitat for some species.
- The Neuse River Basin Rule applies to this project.
- NCDOT will coordinate with the City of Goldsboro regarding cost sharing for sidewalks, median fill or landscaping. Municipal Agreements will be prepared, as applicable, prior to construction.
- NCDOT will continue coordination regarding crosswalk locations and treatments for pedestrian and bicyclist safety.
- This project is located within a VAD. If any property holders refuse settlement, before pursuing condemnation, the Right of Way Branch must contact Project Development in order to pursue a public meeting with the VAD. This does not mean that the Department cannot condemn but is a procedural requirement prior to condemnation.
- The Hydraulics Unit will coordinate with the NC Floodplain Mapping Program (FMP), to determine status of project with regards to applicability of NCDOT'S Memorandum of Agreement, or approval of a Conditional Letter of Map Revision (CLOMR) and subsequent final Letter of Map Revision (LOMR). This project involves construction activities on or adjacent to FEMA-regulated stream(s). Therefore, the Division shall submit sealed as-built construction plans to the Hydraulics Unit upon completion of project construction, certifying that the drainage structure(s) and roadway embankment that are located within the 100-year floodplain were built as shown in the construction plans, both horizontally and vertically.
- Traffic Noise Analysis for Project U-3609B is underway, and a Traffic Noise Report will be completed prior to right of way acquisition. No noise walls are anticipated for the proposed project.
- NCDOT should coordinate with local officials and the Wayne County School System to inform countywide residents of potential delays.
- Public involvement should include business owners in order to ensure they are informed about the potential impacts to their properties.
- NCDOT should ensure that access is maintained for agricultural equipment and employees and impacts to farmlands are minimized.
- NCDOT should coordinate with local farmers during construction to ensure that access to their property is maintained during and following the construction phase of the proposed project.
- A Phase II ESA investigation will be performed following the completion of hydraulic design to determine the presence of contaminated areas and/or UST's. The Phase I ESA has been completed.

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## Acronyms and Abbreviations

<b>AADT</b>	Average Annual Daily Traffic
<b>AC</b>	Acres
<b>BMPs</b>	Best Management Practices
<b>CFR</b>	Code of Federal Regulations
<b>CIA</b>	Community Impact Assessment
<b>CLOMR</b>	Conditional Letter of Map Revision
<b>CTP</b>	Comprehensive Transportation Plan
<b>CWA</b>	Clean Water Act
<b>EA</b>	Environmental Assessment
<b>EJ</b>	Environmental Justice
<b>EMS</b>	Emergency Medical Services
<b>FEMA</b>	Federal Emergency Management Agency
<b>FHWA</b>	Federal Highway Administration
<b>FONSI</b>	Finding of No Significant Impact
<b>FY</b>	Fiscal Year
<b>LEP</b>	Limited English Proficiency
<b>LOIM</b>	Local Officials Informational Meeting
<b>LOS</b>	Level of Service
<b>NASS</b>	National Agricultural Statistics Service
<b>NCAC</b>	North Carolina Administrative Code
<b>NCDEQ</b>	North Carolina Department of Environmental Quality
<b>NCDOT</b>	North Carolina Department of Transportation
<b>NCDWR</b>	North Carolina Division of Water Resources
<b>NCSAM</b>	North Carolina Stream Assessment Method
<b>NCWAM</b>	North Carolina Water Assessment Method
<b>NLEB</b>	Northern Long-Eared Bat
<b>NRTR</b>	Natural Resources Technical Report
<b>PBO</b>	Programmatic Biological Opinion
<b>HPO</b>	State Historic Preservation Office
<b>SR</b>	Secondary Road
<b>STIP</b>	State Transportation Improvement Program
<b>USACE</b>	United States Army Corps of Engineers
<b>USC</b>	United States Code
<b>USFWS</b>	United States Fish and Wildlife Service
<b>UST</b>	Underground Storage Tanks
<b>UT</b>	Unnamed Tributary
<b>VAD</b>	Voluntary Agricultural District



## 1. DESCRIPTION OF PROPOSED ACTION

### 1.1 GENERAL DESCRIPTION

The North Carolina Department of Transportation (NCDOT) is proposing to widen U.S. 13 (Berkeley Boulevard) from a two-lane roadway to a four-lane roadway from New Hope Road (SR 1003) to north of Saulston Road (SR 1572). The proposed project would also include access management elements, such as medians and U-turn bulbs. The length of the project is approximately 3.6 miles. The project study area is shown on Figure 1.

The proposed action is listed in the NCDOT 2018-2027 State Transportation Improvement Program (STIP) as Project Number U-3609B and is state funded. Right-of-way acquisition is programmed for Fiscal Year (FY) 2020 and construction is programmed for FY 2022.

This State Environmental Assessment / Finding of No Significant Impact (State EA/FONSI) is being conducted for the proposed action in accordance with the North Carolina State Environmental Policy Act, which was established to ensure that state agencies review the environmental effects of all activities that involve an action by a state agency and expenditure of public monies, or involve the private use of public land, and have a potential negative environmental effect upon natural resources, public health and safety, natural beauty, or historic or cultural elements of the state.

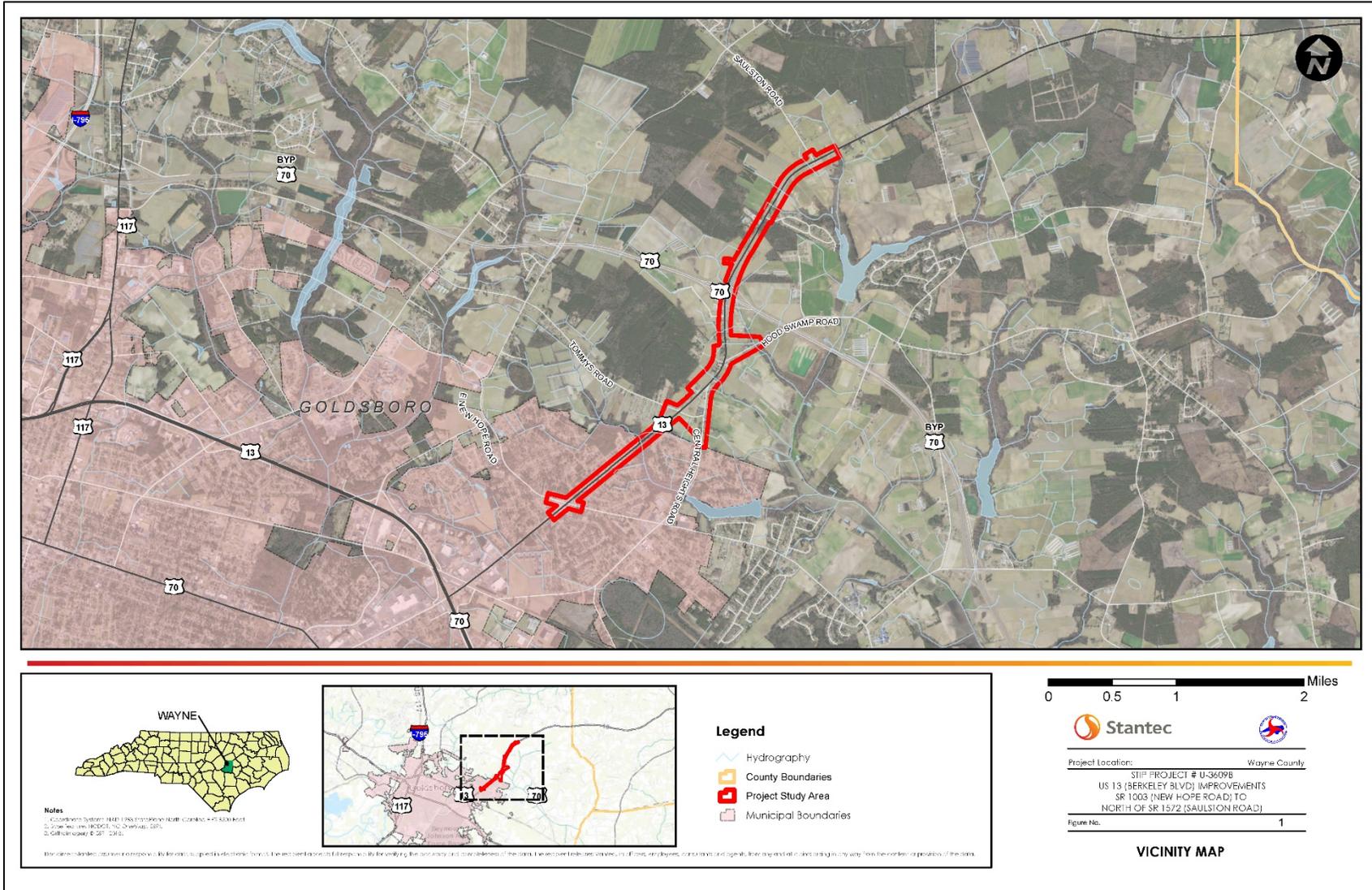
### 1.2 PROJECT BACKGROUND AND STATUS

U.S. 13 runs southwest to northeast, beginning at I-95 near Fayetteville and traversing the eastern part of North Carolina. Within Wayne County, U.S. 13 is a primary route, circling around the City of Goldsboro before heading northeast along Berkeley Boulevard towards Greene County.

STIP Project U-3609B is included in the 2040 Goldsboro Urban Area Metropolitan Transportation Plan Update (2040 GMTP) as well as the 2016 Goldsboro Metropolitan Planning Organization (MPO)/Wayne County Comprehensive Transportation Plan (CTP). The CTP planning process is a locally driven planning process that identifies transportation needs in the community and was officially adopted by the City of Goldsboro and Wayne County.

Section A of STIP Project U-3609 includes the widening of U.S. 13 (Berkeley Boulevard) from SR 1560 (Royal Avenue) to SR 1003 (New Hope Road) and is currently under construction. Funding became available for U-3609A, therefore environmental review was completed on an earlier schedule for this portion of the project. Environmental permits were issued for U-3609A in 2012.

Figure 1: Project Vicinity



## 1.3 PURPOSE AND NEED FOR THE PROJECT

This section establishes the purpose of and need for the proposed action.

### 1.3.1 PURPOSE OF THE PROJECT

The purpose of the proposed action is to improve mobility along U.S. 13 from SR 1003 to north of SR 1572 in Goldsboro, as well as to provide sufficient storage for accommodating queues on multiple turning movements within the project study area.

An additional potential benefit of the proposed project is improved traffic safety along the roadway corridor.

### 1.3.2 NEED FOR IMPROVEMENT

The need for the proposed action arises from the steady amount of congestion that currently exists on U.S. 13, as well as the anticipated increase of traffic volumes along the corridor in the future. Additionally, the no-build capacity analysis indicates excessive queuing at multiple intersections in the project design year. By creating adequate storage, the build alternative provides opportunities for turning traffic at these intersections to move completely out of the thru lane(s), thus allowing for safer and more efficient overall operations.

According to the NCDOT Functional Classification Map, U.S. 13 is designated as a principal arterial from New Hope Road to the U.S. 70 Bypass, and a minor arterial from the U.S. 70 Bypass to north of Saulston Road. The proposed improvements would increase mobility throughout the corridor, allowing U.S. 13 to operate more efficiently as an arterial roadway.

Multiple traffic operations scenarios were studied for the proposed project, which include the following:

- 2017 Existing Conditions
- 2040 No-Build Alternative
- 2040 Build Alternative

According to the 2017 traffic forecast, traffic volumes within the project corridor range from 9,400-12,400 vehicles per day. By the year 2040, projected volumes are anticipated to reach 13,800-17,200 vehicles per day.

### 1.3.2.1 2017 EXISTING CONDITIONS

In the 2017 Existing Conditions Summary, all of the intersections that were analyzed perform at level of service (LOS) D or better in both peak hours. However, queuing issues are present on the westbound approach to the intersection of U.S. 13 at New Hope Road.

**Table 1: 2017 Existing Conditions – LOS/Delay**

		2017 Existing LOS and Delay (seconds / vehicle)				
		Overall	EB	WB	NB	SB
US 13 & New Hope Road	AM	D (38.5)	D (47.9)	D (44.2)	C (28.2)	D (40.4)
	PM	D (38.2)	D (44.6)	D (43.2)	D (35.4)	C (32.2)
US 13 & South Drive	AM	-	B (13.8)	-	A (8.8)	-
	PM	-	B (13.3)	-	A (8.3)	-
US 13 & Cedar Road	AM	-	B (14.0)	-	A (8.8)	-
	PM	-	B (13.4)	-	A (8.4)	-
US 13 & Holly Road	AM	-	-	B (13.6)	-	A (8.3)
	PM	-	-	B (13.7)	-	A (8.8)
US 13 & Myrtle Road	AM	-	-	B (13.7)	-	A (8.4)
	PM	-	-	B (13.7)	-	A (8.7)
US 13 & Bayleaf Drive	AM	-	-	C (15.1)	-	A (8.4)
	PM	-	-	B (14.7)	-	A (8.7)
US 13 & Tommy's Road	AM	A (8.3)	B (15.6)	B (15.4)	A (6.1)	A (7.6)
	PM	A (8.8)	B (13.4)	B (12.4)	A (7.9)	A (7.6)
US 13 & Central Heights Road	AM	-	-	C (18.7)	-	A (8.8)
	PM	-	-	C (22.1)	-	A (9.2)
US 13 & Hood Swamp Road	AM	B (13.7)	-	C (20.5)	B (12.8)	B (11.6)
	PM	B (12.3)	-	C (23.9)	B (12.6)	A (7.7)
US 13 & US 70 Bypass Eastbound Ramps	AM	A (9.3)	B (14.4)	-	A (8.8)	A (7.0)
	PM	B (10.5)	B (16.6)	-	A (9.5)	A (6.7)
US 13 & US 70 Bypass Westbound Ramps	AM	A (6.6)	-	B (15.7)	A (3.5)	A (8.2)
	PM	A (6.1)	-	B (16.6)	A (3.3)	A (9.1)
US 13 & Brantwood Drive	AM	-	-	C (16.5)	-	A (8.1)
	PM	-	-	C (16.2)	-	A (8.8)
US 13 & Saulston Road	AM	-	C (18.9)	-	A (8.7)	-
	PM	-	C (20.9)	-	A (8.6)	-

### 1.3.2.2 2040 NO-BUILD ALTERNATIVE

In the 2040 No-Build Alternative, all signalized intersections operate at an overall LOS D or better. Two intersections exhibit poor LOS (LOS E or F) in both peak hours: U.S. 13 at Central Heights Road and U.S. 13 at Saulston Road. The failing intersections are unsignalized, and the delay originates from side street approaches. Queuing issues are present on all approaches to the intersection of U.S. 13 at New Hope Road. The 2040 No-Build LOS and intersection delay are shown in Table 2.

**Table 2: 2040 No-Build Alternative – LOS/Delay**

		2040 No-Build LOS and Delay (seconds / vehicle)				
		Overall	EB	WB	NB	SB
US 13 & New Hope Road	AM	D (47.2)	D (37.4)	E (57.8)	D (40.9)	D (53.0)
	PM	D (42.8)	C (34.5)	D (54.3)	D (36.6)	D (54.1)
US 13 & South Drive	AM	-	C (15.9)	-	A (9.3)	-
	PM	-	B (13.5)	-	A (8.6)	-
US 13 & Cedar Road	AM	-	C (16.3)	-	A (9.3)	-
	PM	-	B (14.2)	-	A (8.7)	-
US 13 & Holly Road	AM	-	-	C (15.6)	-	A (8.7)
	PM	-	-	C (16.2)	-	A (9.2)
US 13 & Myrtle Road	AM	-	-	C (15.8)	-	A (8.7)
	PM	-	-	C (16.2)	-	A (9.2)
US 13 & Bayleaf Drive	AM	-	-	C (18.2)	-	A (8.8)
	PM	-	-	C (16.8)	-	A (9.1)
US 13 & Tommy's Road	AM	A (8.9)	B (19.4)	B (19.3)	A (6.1)	A (8.1)
	PM	A (9.3)	B (16.3)	B (15.2)	A (8.1)	A (7.5)
US 13 & Central Heights Road	AM	-	-	F (121.2)	-	A (9.8)
	PM	-	-	F (85.4)	-	B (10.1)
US 13 & Hood Swamp Road	AM	D (36.2)	-	D (54.2)	D (39.2)	C (23.0)
	PM	D (40.4)	-	E (73.2)	D (40.4)	C (22.1)
US 13 & US 70 Bypass Eastbound Ramps	AM	B (12.5)	B (19.6)	-	B (12.5)	A (8.5)
	PM	B (14.9)	C (20.3)	-	B (14.3)	A (9.7)
US 13 & US 70 Bypass Westbound Ramps	AM	B (10.4)	-	C (22.5)	A (7.9)	B (11.4)
	PM	A (9.5)	-	B (19.4)	A (7.3)	B (11.0)
US 13 & Brantwood Drive	AM	-	-	D (25.8)	-	A (8.7)
	PM	-	-	C (20.8)	-	A (9.5)
US 13 & Saulston Road	AM	-	F (54.7)	-	A (9.4)	-
	PM	-	E (45.3)	-	A (9.0)	-

### 1.3.2.3 CRASH ANALYSIS

A crash analysis was performed for the proposed action, which included the section of U.S. 13 from SR 1003 (New Hope Road) to SR 1572 (Saulston Road). This analysis included crash data from the five-year period from February 2013 to February 2018. The analysis compares the crash rate of U.S. 13 within the project study area to other roadway facilities throughout the state with similar design characteristics. The U.S. 13 crash rate during the analysis period exceeded the statewide average crash rate and the critical crash rates for urban two-lane undivided U.S. routes. Crash rates are detailed in Table 3. The full results of the analysis can be found in the *U-3609B Crash Analysis Summary* (Stantec, 2018).

**Table 3: Crash rate comparison for US 13 within the project study area**

Crash Type	Number of Crashes	Crashes per 100 million vehicle miles	Statewide Average Crash Rate*	Critical Crash Rate**	Exceeds Critical Rate?
<b>Total</b>	176	312.73	247.93	283.36	YES
<b>Fatal</b>	1	1.78	1.22	4.53	NO
<b>Non-Fatal</b>	63	111.94	75.35	95.28	YES
<b>Night</b>	54	95.95	52.78	69.60	YES
<b>Wet</b>	33	58.64	38.18	52.62	YES

\* 2015-2017 Statewide Average Crash Rate for Urban US Route, 2 lanes, undivided

\*\* Based on Statewide Average Crash Rate (95% Level of Confidence)

### 1.4 OTHER STIP PROJECTS IN THE AREA

Other transportation projects in and around the vicinity of the proposed action that are included in the NCDOT 2018-2027 STIP are listed in Table 4 and are shown on Figure A-1 in Appendix A.

**Table 4: Other STIP projects in the vicinity of the project**

STIP #	Description	Right of Way	Construction
U-3609A	U.S. 13 Widening – SR 1560 (Royal Avenue) to SR 1003 (New Hope Road)	2011	2015
W-5500	SR 1556 (Wayne Memorial Drive) – SR 1622 (Woodside Drive) to SR 1752 (Saulston Road)	2016	2018
U-5724	SR 1709 (Central Heights Road) Realignment at U.S. 13 (Berkeley Boulevard)	2019	2024
U-4407	U.S. 70 Business (East Ash Street) Widening- SR 1579 (Berkeley Boulevard) to U.S. 70	2019	2024

U-4753	SR 1556 (Wayne Memorial Drive) Widening – SR 1003 (New Hope Road) to proposed U.S. 70 Bypass	2019	2024
R-5853	U.S. 13 Widening - SR 1572 (Saulston Road) to SR 1700 (Rodell Barrow Road)	FY 2024	FY 2026

## 2. ALTERNATIVES

The following section summarizes the alternatives considered for the proposed action.

### 2.1 ALTERNATIVE MODES OF TRANSPORTATION

Alternative modes of transportation such as walking, bicycling, carpooling, and utilizing public transportation are evaluated in an effort to lower dependence on passenger vehicles. Goldsboro-Wayne Transportation Authority (GATEWAY) provides five urban fixed bus routes that serve the greater Goldsboro area, as well as paratransit services by application in Wayne County for those with specific short-term or long-term disabilities. However, alternative modes of transportation alone would not adequately meet the purpose and need of the proposed project, because they would not reduce congestion or improve mobility along the project corridor.

### 2.2 NO-BUILD ALTERNATIVE

The no-build alternative would not improve congestion and mobility along the project corridor, and therefore would not meet the purpose and need for the proposed action. However, the No-Build Alternative is carried forward as a baseline for comparison with build alternatives.

### 2.3 BUILD CONCEPTS

Four build alternatives for the proposed action were studied and are detailed below.

#### 2.3.1 ALTERNATIVE 1 (LEFT WIDENING)

Alternative 1 proposes to widen U.S. 13 to a four-lane divided facility along the left (west) side of the existing roadway. Alternative 1 would include substantial and inequitable impacts to the parcels on the western side of the roadway, specifically in the heavily residential area south of the U.S. 70 bypass. Therefore, this alternative was removed from consideration.

#### 2.3.2 ALTERNATIVE 2 (RIGHT WIDENING)

Alternative 2 proposes to widen U.S. 13 to a four-lane divided facility along the right (east) side of the existing roadway. Alternative 2 would include substantial and inequitable impacts to the parcels on the eastern side of the roadway, specifically in the heavily residential area south of the U.S. 70 bypass. Therefore, this alternative was removed from consideration.

### **2.3.3 ALTERNATIVE 3 (SYMMETRICAL WIDENING)**

Alternative 3 proposes to widen U.S. 13 to a four-lane divided facility symmetrically along the existing roadway. While impacts to parcels are more evenly distributed along both sides of U.S. 13, Alternative 3 does not allow the design to be realigned to minimize impacts in locations where it is geometrically feasible. Therefore, this alternative was removed from consideration.

### **2.3.4 ALTERNATIVE 4 (BEST FIT WIDENING) – PREFERRED ALTERNATIVE**

Alternative 4 proposes to widen U.S. 13 to a four-lane divided facility along the existing roadway using a best-fit alignment. The proposed roadway would include a 20.5 to 23-foot median. Alternative 4 consists of utilizing a hybrid of superstreet design elements and conventional design improvements to follow a best-fit alignment throughout the corridor. The preferred alternative is most effective in meeting the project purpose and need; therefore, the decision was made to carry this alternative forward for detailed environmental study and preliminary design.

Figure 2: Preferred Alternative



## 2.4 COST ESTIMATES

The cost estimates for the proposed project are summarized in Table 5. The utilities cost estimate includes relocation and construction of utilities for Wayne County, while the construction cost estimate includes utilities relocation and construction for the City of Goldsboro, as well as all aspects of the roadway construction. The right of way estimate includes required relocations of residences and businesses, land acquisitions, sign relocations, and anticipated damages paid.

**Table 5: Cost estimates**

<b>Utilities</b>	\$ 3,769,429
<b>Right of Way</b>	\$ 12,473,813
<b>Construction</b>	\$ 25,300,000
<b>TOTAL</b>	\$ 41,543,242

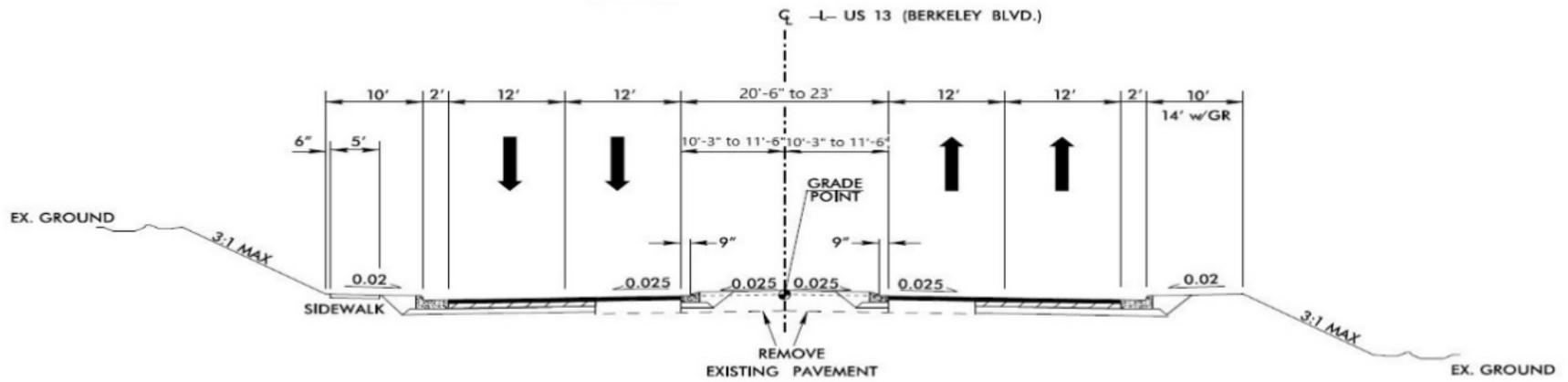
## 3. PROPOSED IMPROVEMENTS

This section outlines the improvements associated with the preferred alternative chosen for the proposed project.

### 3.1 ROADWAY TYPICAL SECTIONS

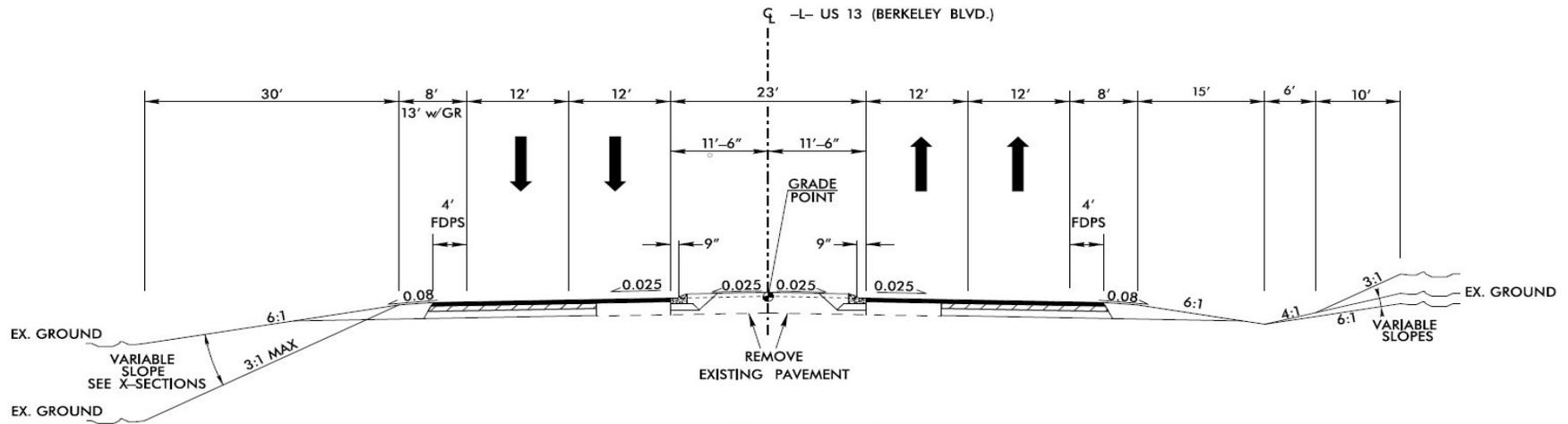
The typical section is proposed as a four-lane, median-divided facility with partial control-of-access (Figures 3 and 4).

Figure 3: Proposed Typical Section #1



North of New Hope Road to South of U.S. 70 Bypass (Sidewalk to Dollar General only)

Figure 4: Proposed Typical Section #2



North of U.S. 70 Bypass to South of Saulston Road

### 3.2 DESIGN CRITERIA

Design criteria developed for the preferred alternative are shown in Table 6.

Table 6: Design criteria

ROUTE	US-13 (New Hope Road to US 70 Bypass)	US-13 (US 70 Bypass to Saulston Road)	TOMMYS RD	CENTRAL HEIGHTS RD	HOOD SWAMP RD	SAULSTON RD	MINOR Y LINES	REFERENCES
LINE	-L-	-L-	Y LINE	Y LINE	Y LINE	Y LINE	Y LINES	
<b>TRAFFIC DATA</b>								
ADT LET YR =	15,500	11,700	3,000	2,600	4,300	4,400		
ADT DESIGN YR =	17,200	13,800	3,100	3,600	4,900	4,600	<1,000	
TIST	2	4	1	2	1	2		
DUALS	2	2	2	2	2	3		
DHV	9	9	10	11	10	10		
DIR	55	60	60	55	60	60		
CLASSIFICATION	Principal Urban Arterial	Minor Rural Arterial	Minor Urban Arterial	Major Urban Collector	Rural Local	Minor Rural Collector	Urban Local	NCDOT Functional Classification ArcGIS Map
TERRAIN TYPE	Level	Level	Level	Level	Level	Level	Level	Roadway Design Manual PI 1-1D
DESIGN SPEED km/hr or mph	50 MPH	60 MPH	*50 MPH	*50 MPH	*60 MPH	50 MPH	Varies	5 MPH Above Existing Speed
POSTED SPEED km/hr or mph	45 MPH	55 MPH	45 MPH	45 MPH	55 MPH	45 MPH	Varies	45 posted WB, 55 posted EB at intersection of G and K Farm Road (US 70 Bypass)
PROP. R/W WIDTH m or ft	150-200 FT	150-200 FT	Variable	Variable	Variable	Variable	Variable	Roadway Design Manual PII 9-1 / NCDOT Provided Preliminary Plans
CONTROL OF ACCESS	None	None	None	None	None	None	None	Roadway Design Manual PII 9-2 / NCDOT Provided Preliminary Plans
RUMBLE STRIPS (Y/N)	N	N	N	N	N	N	N	Roadway Design Manual PI 1-4P
TYPICAL SECTION TYPE	4-lane raised median	4-lane raised median	2-lane/2-way	2-lane/2-way	2-lane/2-way	2-lane/2-way	2-lane/2-way	Roadway Design Manual PI 1-2B, FIGURE 5
LANE WIDTH m or ft	12 FT	12 FT	12 FT	12 FT	12 FT	12 FT	10 FT-12 FT	Roadway Design Manual PI 1-3A, PI 8-1
SIDEWALKS (Y/N)	N	N	N	N	N	N	N	2011 Green Book pg. 4-56, 4-57; Roadway Design Manual PI 1-7
BICYCLE LANES (Y/N)	N	N	N	N	N	N	N	2011 Green Book pg. 2-81, 2-82
MEDIAN WIDTH m or ft	23 FT	23 FT	N/A	N/A	N/A	N/A	N/A	Roadway Design Manual PI 1-2B, FIGURE 5
MED. PROTECT. (GR/BARRIER)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Roadway Design Manual PI 3
<b>SHOULDER / BERM WIDTH (total)</b>								
INSIDE / MEDIAN m or ft	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Roadway Design Manual PI 1-4B,C,D,E
OUTSIDE w/o GR m or ft	10 FT Berm	8 FT	8 FT	8 FT	8 FT	8 FT	Varies	Roadway Design Manual PI 1-4B,C,D,E
OUTSIDE w/ GR m or ft	14 FT Berm	13 FT	11 FT	11 FT	11 FT	11 FT	Varies	Roadway Design Manual PI 1-4B,C,F-1A
<b>PAVED SHOULDER</b>								
OUTSIDE FDPS m or ft	N/A	4 FT	2 FT	2 FT	2 FT	2 FT	NONE	Roadway Design Manual PI 1-4O
INSIDE / MEDIAN FDPS m or ft	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Roadway Design Manual PI 1-4O
<b>GRADE</b>								
MAX.	5%	4%	7 %	7 %	6%	7 %	8% (50MPH) - 11% (25MPH)	2011 Green Book Table 6-3, 7-4, 8-1
MIN.	0.3%	0.3%	0.3%	0.3%	0.3%	0.3%	0.3%	2011 Green Book pg. 3-119
<b>K VALUE</b>								
SAG	96	136	96	96	136	96	96 (50 MPH) / 26 (25 MPH)	Green Book Table 3-36
CREST	84	151	84	84	151	84	84 (50 MPH) / 12 (25 MPH)	Green Book Table 3-34
<b>HORIZ. ALIGN.</b>								
MAX. SUPER.	4%	6%	6%	6%	6%	6%	6%	Roadway Design Manual PI 1-15,
MIN. RADIUS m or ft	758	1200	833	833	1330	833	926 (50 MPH) / 154 (25 MPH)	2011 Green Book Table 3-10b
SPIRAL (Y/N)	N	N	N	N	N	N	N	Roadway Design Manual PI 1-11
<b>CROSS SLOPES</b>								
PAVEMENT	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2%	Roadway Design Manual PI 3-B
PAVED SHOULDER	N/A	2.5%	2.5%	2.5%	2.5%	2.5%	N/A	Roadway Design Manual PI 1-4H, Standard 560.01 and 560.02
TURF SHOULDER	N/A	8%	8%	8%	8%	8%	8%	Roadway Design Manual PI 1-4H, Standard 560.01 and 560.02
MEDIAN DITCH	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Roadway Design Manual PI 1-2B
DITCH TYPICAL (A,B)	N/A	A (15')	A (12')	A (12')	A (12')	A (12')	B (8')	Roadway Design Manual PI 1-2A F-1
CLEAR ZONE m or ft	30'	30'	30'	30'	30'	30'	Varies	AASHTO Roadside Design Guide; Table 3-1
TYPICAL SECTION NO.	1	2	3	3	3	3	N/A	See typical section drawings

\*Note: -Y- Lines design speed may change as -Y- line is relocated to tie to U.S. 13 with stop condition

### 3.3 STRUCTURES

A triple reinforced concrete box culvert (3 12' x 8') is proposed to carry Old Mill Branch under U.S. 13 just north of Green Drive.

The existing U.S. 13 bridges over the U.S. 70 Bypass will not be impacted by the construction of U-3609B.

### 3.4 UTILITIES

Construction of the U-3609B project will likely require adjustment, relocation or modification to existing public utilities. The known utilities within the study area, as of the publication of this document, are described in this section. Detailed information on specific utilities will be identified by the NCDOT Location and Surveys group prior to final design and construction.

Overhead powerlines are found throughout the study area and are owned by Duke Energy Progress, North Carolina Department of Transportation (NCDOT), as well as a private entity.

Telephone conduit and fiber optic lines are provided by AT&T and NCDOT, while TV cable and fiber optic lines are provided by Charter Communications and Conterra Communications. A natural gas line is owned by a private entity.

Public water service is available throughout the study area through the City of Goldsboro. The public sewer system is provided by the Eastern Wayne Sanitary District and is available throughout the majority of the study area.

### 3.5 INTERSECTING ROADWAYS

The proposed action will result in modifications to several existing intersections within the project study area. Below is a summary of the recommended intersection improvements:

- U.S. 13 & New Hope Road – Upgraded traffic signal
- U.S. 13 & South Drive – Right-in/right-out
- U.S. 13 & Cedar Road – Left-over onto Cedar Road, right-out onto U.S. 13
- U.S. 13 & Holly Road - Left-over onto Holly Road, right-out onto U.S. 13
- U.S. 13 & Myrtle Road - Right-in/right-out
- U.S. 13 & Oakhill Road - Right-in/right-out, U-turn bulb
- U.S. 13 & Green Drive - Right-in/right-out, U-turn bulb
- U.S. 13 & Bayleaf Drive - Left-over onto Bayleaf Drive, right-out onto U.S. 13
- U.S. 13 & Tommy's Road – Upgraded traffic signal
- Tommy's Road & Central Heights Road – Relocation
- U.S. 13 & Durwood Drive – Left-over onto Durwood Drive, right-out onto U.S. 13
- U.S. 13 & Hood Swamp Road – Relocation, will remain signalized intersection. Work to be completed as project U-3609BA (LET 2019)
- U.S. 13 & Brantwood Drive - Left-over onto Brantwood Drive, right-out onto U.S. 13
- U.S. 13 & Saulston Road – Left-overs

### 3.6 TRAFFIC OPERATIONS (RECOMMENDED ALTERNATIVE)

Table 8 provides a general summary of the traffic capacity analysis results for the Recommended Alternative, which is discussed in the following sections. More detailed information can be found in the *U-3609B US 13 (Berkeley Boulevard) Capacity Analysis Report* (Stantec, 2018).

**Table 7: 2040 Build Alternative – LOS/Delay**

		2040 Build LOS and Delay (seconds / vehicle)				
		Overall	EB	WB	NB	SB
US 13 & New Hope Road	AM	D (49.2)	D (46.2)	E (64.4)	D (42.2)	D (47.7)
	PM	D (47.9)	D (40.5)	D (55.0)	D (47.6)	D (51.0)
US 13 & South Drive	AM	-	B (11.9)	-	-	-
	PM	-	B (10.8)	-	-	-
US 13 & Cedar Road	AM	-	B (12.0)	-	A (9.9)	-
	PM	-	B (10.9)	-	A (9.3)	-
US 13 & Holly Road	AM	-	-	B (11.0)	-	A (9.2)
	PM	-	-	B (11.8)	-	B (10.1)
US 13 & Myrtle Road	AM	-	-	B (11.2)	-	-
	PM	-	-	B (11.9)	-	-
US 13 & U-Turn	AM	-	B (11.1)	B (12.2)	-	-
	PM	-	B (11.7)	B (11.2)	-	-
US 13 & Bayleaf Drive	AM	-	-	D (32.3)	-	A (9.3)
	PM	-	-	D (31.2)	-	A (9.8)
US 13 & U-Turn	AM	-	-	B (11.5)	-	-
	PM	-	-	B (10.9)	-	-
US 13 & Tommy's Road	AM	C (24.3)	C (25.4)	C (29.6)	C (25.7)	C (21.6)
	PM	C (23.9)	C (28.2)	C (31.2)	C (24.8)	B (18.7)
Tommy's Road & Relocated Central Heights Road	AM	-	A (7.8)	-	-	A (9.8)
	PM	-	A (7.7)	-	-	A (9.9)
US 13 & U-Turn	AM	-	B (11.2)	B (12.4)	-	-
	PM	-	B (12.4)	B (11.1)	-	-
US 13 & Hood Swamp Road	AM	C (22.4)	-	D (35.0)	C (24.6)	B (14.0)
	PM	C (24.9)	-	D (41.3)	C (26.0)	B (15.1)
US 13 & US 70 Bypass Eastbound Ramps	AM	B (13.1)	C (21.1)	-	B (13.1)	A (9.0)
	PM	B (16.2)	C (22.2)	-	B (15.7)	B (10.8)

The 2040 Build Alternative analyzed in this project proposes to widen U.S. 13 to a four-lane divided facility. Additional intersection improvements are also recommended to improve LOS, such as exclusive turn lanes and access restrictions to right-in/right-out

movements. These improvements are further detailed in the *U-3609B US 13 (Berkeley Boulevard) Capacity Analysis Report* (Stantec, 2018).

In the 2040 Build Alternative, all signalized intersections operate at an overall LOS D or better. One intersection exhibits poor LOS (LOS E or F) in both peak hours: U.S. 13 at Saulston Road. This failing intersection is unsignalized, and the delay is experienced only by the eastbound left-turns. Queuing issues are present on the westbound and northbound approaches to the intersection of U.S. 13 at New Hope Road.

## 4. ENVIRONMENTAL EFFECTS

Under the North Carolina State Environmental Policy Act, the environmental conditions within the project study area are described and assessed for potential impacts from the proposed action. In some instances, the information presented in this section is a summary of information that was previously analyzed in more detailed technical reports, in which case those respective technical studies are noted by reference. Copies of these technical studies are available by contacting NCDOT.

### 4.1 NATURAL RESOURCES

The current conditions of the natural environment as well as the anticipated impacts of the proposed action were analyzed in the *U-3609B Natural Resources Technical Report* (NRTR) (Stantec, 2019). For further details on the natural environmental analysis presented below, please refer to the NRTR.

#### 4.1.1 BIOTIC RESOURCES

Biotic resources include terrestrial and aquatic communities. This section describes the biotic communities found in the project study area, the relationships between fauna and flora within these communities, and the potential impacts associated with the implementation of the proposed project. The composition and distribution of biotic communities throughout the project study area are reflective of the topography, soils, hydrology, and past and present land uses.

##### 4.1.1.1 TERRESTRIAL COMMUNITIES

Four terrestrial communities were identified in the study area. Total coverage within the project area, as well as anticipated impacts to each terrestrial community type are provided in Table 9 and are shown on Figure A-2 in Appendix A.

**Table 8: Anticipated impacts to terrestrial communities**

<b>Community</b>	<b>Dominant Species (scientific name)</b>	<b>Coverage (ac.)</b>	<b>Impacts (ac.)</b>
Headwater Forest	<i>Acer rubrum, Ligustrum sinense, Liquidambar styraciflua</i>	0.2	0.0
Riverine Swamp Forest	<i>Acer rubrum, Quercus nigra, Woodwardia areolata</i>	2.5	0.7
Pine	<i>Pinus taeda, Liquidambar styraciflua, Acer rubrum</i>	3.7	1.0
Maintained Disturbed	<i>Festuca sp., Lonicera japonica, Acer rubrum</i>	302.2	50.3
<b>Total</b>		<b>308.6</b>	<b>52.0</b>

Note: Impacts reported based upon preliminary design slope stakes limits plus 10-foot buffer.

Terrestrial communities will be impacted during construction as a result of clearing, grading and paving that is associated with the proposed action. The project study area is primarily in a disturbed state from decades of farming and development that resulted in clearing activities. Many of the plant communities within the area are fragmented by previous human activity. Impacts to terrestrial communities would be limited to areas encompassed by the right-of-way needs of the proposed action. Habitat impacts would occur during the various stages of construction. Temporary fluctuation in populations of animal species that utilize terrestrial areas is anticipated during the course of construction. Slow-moving, burrowing, and/or subterranean organisms would be directly impacted by construction activities, while mobile organisms would be displaced to adjacent communities. Competition within the adjacent communities may affect the populations of relocated organisms by either increasing or decreasing competitive pressure on the individuals inhabiting the area. These impacts will be minimized as much as possible by restricting land clearing and construction operations within the project right-of-way. Off-site staging and stockpiling areas will be located to impact the least amount of natural habitat as possible. Stockpiling and staging areas will be revegetated after construction, which could provide replacement habitat for some species.

#### **4.1.1.2 WATER RESOURCES**

All streams, wetlands, and ponds found within the study area have been classified as Jurisdictional "Waters of the United States." No designated anadromous fish waters or primary nursery areas are present in the study area. No streams within the study area are designated as trout waters by the North Carolina Wildlife Resources Commission. There are no designated High Quality Waters (HQW) or water supply watersheds (WS-I or WS-II) within the study area or within 1.0 mile downstream of the study area. No

streams within the study area are identified on the North Carolina 2016 final 303(d) list of impaired waters. Old Mill Branch and West Bear Creek have been designated as Nutrient Sensitive Waters (NSW). No surface waters were identified within the study area.

**4.1.2 IMPACTS TO JURISDICTIONAL RESOURCES**

Waters of the United States include surface waters and wetlands (inundated or saturated areas that support vegetation typically adapted to wet conditions) as defined in 33 Code of Federal Regulations (CFR) 328.3. Impacts to Waters of the United States fall under the jurisdiction of the United States Army Corps of Engineers (USACE) through Section 404 of the Clean Water Act (CWA) (33 United States Code [USC] 1344) and under the jurisdiction of the North Carolina Department of Environmental Quality Division of Water Resources through the Section 401 Water Quality Certification Process (NC General Statutes Chapter 143 Article 21, Part 1).

All streams and wetlands in the study area are within the Neuse River Basin (United States Geological Survey Hydrologic Unit 03020202). Streams identified are the Old Mill Branch, as well as unnamed tributaries to West Bear Creek. The banks of the streams identified range from 1 to 8 feet in height, 3 to 15 feet in width, and 2 to 12 inches in depth. The streams total 3,282 linear feet within the study area and are classified as either intermittent or perennial. Two wetlands were identified in the study area, totaling 2.7 acres. Jurisdictional streams and wetlands are shown on Figure A-3 in Appendix A.

**Table 9: Anticipated stream impacts**

Map ID/Stream Name	Classification	Impacts (linear feet)
Old Mill Branch	Perennial	301.6
SA	Intermittent	137.2
SB	Perennial/Intermittent	0.0
SC	Perennial	0.0
SD	Intermittent	0.0
SE	Intermittent	141.4
SF	Intermittent	114.5
SG	Intermittent	140.3
SH	Intermittent	0.0
<b>Total</b>		<b>835.0</b>

Note: Impacts reported based upon preliminary design slope stakes limits plus 25-foot buffer.

**Table 10: Anticipated wetland impacts**

Map ID	Type	Impacts (acres)
WA	Headwater Forest	0.00
WB	Riverine Swamp Forest	0.70
<b>Total</b>		<b>0.70</b>

Note: Impacts reported based upon preliminary design slope stakes limits plus 25-foot buffer.

#### 4.1.2.1 AVOIDANCE AND MINIMIZATION

NCDOT is committing to the following measures to avoid and minimize impacts to jurisdictional resources:

- Off-site staging and stockpiling areas will be located to impact the least amount of natural habitat as possible.
- Stockpiling and staging areas will be revegetated after construction, which could provide replacement habitat for some species.
- Minimization also includes the examination of appropriate and practicable steps to reduce adverse impacts to streams. General steps that should be implemented during the final design stage to minimize impacts by the proposed action include the following:
  - Minimizing “in-stream” activities
  - Strictly enforcing the sedimentation and erosion control recommended in NCDOT’s best management practices (BMP) for the protection of streams and wetlands
  - Decreasing the footprint of the proposed action through the reduction of right-of-way widths and steepening of fill slopes where possible
  - Utilizing natural stream channel design principles when relocating streams

#### 4.1.2.2 COMPENSATORY MITIGATION

Compensatory mitigation is meant to replace, on at least a one-to-one basis, the lost functions and values of natural streams and wetlands affected by development activities. NCDOT will investigate potential on-site stream and wetland mitigation opportunities for the preferred alternative. If on-site mitigation is not feasible, mitigation will be provided by the North Carolina Division of Mitigation Services.

#### 4.1.3 CLEAN WATER ACT PERMITS

Although efforts to avoid and minimize impacts to water resources were implemented during project development and preliminary design, some impacts to wetlands and streams will be unavoidable during construction. Land development activities that may adversely impact wetlands require consent through permit approval from the regulating agency. At the federal level, under the CWA Section 404b (1) Guidelines (40 CFR 230) and USACE regulations (33 CFR 320.4(r)), USACE is obligated to require mitigation for any unavoidable impacts to wetlands and streams as a condition of permit approval.

The proposed action will require a Water Quality Certification from the North Carolina Division of Water Resources (NCDWR) under Section 401 and Nationwide Permit or General Permit from the USACE under Section 404 for unavoidable impacts to jurisdictional resources. It is anticipated that a Nationwide 14 permit and corresponding 401 Water Quality Certification will be applicable; however, the USACE holds final discretion as to which permit will be required to initiate project construction.

## REQUIRED PERMITS

The proposed construction of U-3609B would result in several activities requiring environmental regulatory permits from state and federal agencies. A list of these permits, organized by issuing agency, is provided below. NCDOT would obtain all necessary permits prior to construction.

### **United States Army Corps of Engineers:**

Section 404 Permit: any action that proposes to place fill into "Waters of the United States" falls under the jurisdiction of the USACE under Section 404 of the CWA (33 USC 1344). The CWA provides for public notice and review of pending Section 404 permit applications. Encroachments into areas determined as subject under the CWA must be reviewed and approved by the USACE through the Section 404 program.

### **North Carolina Department of Environmental Quality, Division of Water Resources:**

Section 401 Water Quality Certification: any activity that may result in discharge to navigable waters and requires a federal permit must obtain a certification through the NCDWR that such discharge would be in compliance with applicable state water quality standards. This permit is required in association with the Section 404 permitting process and is required prior to Section 404 authorization.

The proposed project will use protective sediment and erosion control BMPs in accordance with NCDWR Design Standards. Stormwater runoff will be designed using BMPs as detailed in the most recent version of NCDWR Stormwater Best Management Practices. Neuse River Riparian Buffer Rules Authorization Certificate: any non-exempt activity within the 50-foot (15.2-meter) wide riparian buffer along all perennial and intermittent streams in the Neuse River Basin requires an authorization certificate. A list of allowable uses in the buffer areas is provided in the rules.

In accordance with the North Carolina Sedimentation Pollution Control Act of 1973 (GS Chapter 12 113A, Art. 4), as amended, and NCAC Title 15A, Chapter 4 (Sedimentation Control), an erosion and sedimentation control plan must be prepared for land-disturbing activities that cover one or more acres to protect against runoff from a 10-year storm.

An erosion and sedimentation control plan will be developed for the preferred alternative prior to construction. The plan will be prepared in accordance with the North Carolina Department of Environmental Quality (NCDEQ) publication *Erosion and Sediment Control Planning and Design Manual* (NCDEQ, 2006) and the NCDOT *Best Management Practices for Protection of Surface Waters* (NCDOT, 1997).

#### **4.1.4 NORTH CAROLINA RIVER BASIN BUFFER RULES**

Under the provisions of the CWA, the North Carolina Environmental Management Commission has adopted rules pertaining to maintaining vegetated buffers around

riparian areas as part of the Nutrient Sensitive Water Management Strategies for select watersheds of North Carolina (15A North Carolina Administrative Code [NCAC] 2B).

The study area is located within the Neuse River basin and is subject to the Neuse River Basin Buffer Rules (15A NCAC 02B .0233). Table 12 provides a summary of the buffer impact of streams identified within the study area that have been determined by the NCDWR to be subject to the buffer rules.

**Table 11: Buffer impacts**

<b>Zone 1 buffer impacts (square feet)</b>	<b>Zone 2 buffer impacts (square feet)</b>
38,661 (0.89 acres)	22,963 (0.53 acres)

Note: Impacts reported based upon preliminary design slope stakes limits plus 25-foot buffer.

#### 4.1.5 RARE AND PROTECTED SPECIES

Species with the federal status of endangered, threatened, proposed endangered, and proposed threatened are protected under provisions of the Endangered Species Act of 1973, as amended (16 USC 1531 et seq.). Any action likely to adversely affect a species classified as federally protected will be subject to review by the United States Fish and Wildlife Service (USFWS).

As of October 5, 2018, nine federally protected species are listed for Wayne County: the federally endangered *Picoides borealis* (Red-cockaded woodpecker), the federally endangered *Myotis septentrionalis* (Northern long-eared bat), the federally endangered *Alasmidonta heterodon* (Dwarf wedgemussel), the federally endangered *Parvaspina steinstansana* (Tar River spinymussel), the federally threatened *Elliptio lanceolata* (Yellow lance), the federally proposed endangered *Noturus furiosus* (Carolina madtom), the federally proposed threatened *Necturus lewisi* (Neuse River waterdog), the federally proposed threatened *Heterodon simus* (Southern hognose snake) and the federally proposed threatened *Fusconaia masoni* (Atlantic pigtoe). No habitat is present in the study area for the Red-cockaded woodpecker. The proposed alternative will have no effect on federally protected species. More information can be found in the NRTR.

The USFWS has developed a programmatic biological opinion (PBO) in conjunction with the Federal Highway Administration (FHWA), the USACE, and NCDOT for the northern long-eared bat (NLEB) () in eastern North Carolina. The PBO covers the entire NCDOT program in Divisions 1-8. The programmatic determination for NLEB for the NCDOT program is "May Affect, Likely to Adversely Affect." The PBO provides incidental take coverage for NLEB and will ensure compliance with Section 7 of the Endangered Species Act for five years for all NCDOT projects with a federal nexus in Divisions 1-8, which includes Wayne County, where U-3609B is located. This level of incidental take is authorized from the effective date of a final listing determination through April 30, 2020.

The Atlantic pigtoe is the only USFWS At-Risk species listed within the Neuse River Basin. Potential habitat for the Atlantic pigtoe is very marginal or does not exist within the

project study area. Also, a review of NC NHP records (NC NHP April 2018 dataset, included in Appendix B) indicates no documented occurrences of the Atlantic pigtoe within 1 mile of the project study area. However, ESA protocols require onsite surveys and will be completed by the NCDOT Biological Survey Group. Therefore, the biological conclusion for the Atlantic pigtoe is Unresolved.

## 4.2 CULTURAL RESOURCES

Cultural resources include historic architecture and significant archeological locations within the project study area that have the potential to be impacted by the proposed action.

### 4.2.1 HISTORIC ARCHITECTURE RESOURCES

The North Carolina State Historic Preservation Office (HPO) database was reviewed on March 22, 2018, and three properties were noted as listed or eligible for listing on the National Register of Historic Places (NRHP) within the study area. Based on these findings, the NCDOT determined that a survey for historic architectural resources would be required for the U-3609B project.

A comprehensive architectural survey was conducted, and a subsequent technical report was completed in May 2019. NCDOT and NCHPO have confirmed that the Anderson House and the Best House and Store in the U-3609B project area are not eligible for listing in the National Register of Historic Places. There are no other resources of concern. The "No Historic Properties Present or Affected" Form is located in Appendix B.

### 4.2.2 ARCHAEOLOGICAL RESOURCES

Upon the initial review of site maps and archived files at the North Carolina Office of State Archaeology on March 27, 2018, no previously recorded archaeological sites were identified within or adjacent to the study area. However, several sites were identified in connection with the US 70 Bypass archaeological survey, within 0.5 miles of the area of potential effects for the proposed project. Based on these findings, the NCDOT determined that a survey for archaeological resources would be required for the U-3609B project.

An archaeological survey was conducted within the study area in June 2019. As a result of this survey, thirteen (13) sites were identified, none of which were recommended eligible for the NRHP. Two cemeteries are present in the study area, and avoidance is recommended for both sites. No direct impacts to NRHP-eligible archaeological resources are anticipated as a result of the proposed project. The archaeological form is located in Appendix B.

## 4.3 COMMUNITY EFFECTS

Potential socioeconomic effects were analyzed in the *U-3609B Combined Short Form Community Impact Assessment* (CIA) (Stantec, 2019). For further details on the community effects analysis presented below, please refer to the CIA.

### 4.3.1 COMMUNITY CONTEXT

The study area is primarily residential, with several businesses and agricultural facilities located within the project corridor. Potential impacts to neighborhoods located near the proposed project include displacements and potential impacts to community cohesion due to access changes. Details on displacements to residences and businesses are discussed in Section 4.3.2. Community features can be seen on Figure A-4 in Appendix A.

The preferred alternative is expected to impact the residential developments along U.S. 13. Some residences along Central Heights Road will be relocated or have access changes. The preferred alternative minimizes impacts to businesses at the intersection of U.S. 13 and New Hope Road and reduces impacts to community cohesion by maintaining access where possible.

### 4.3.2 RIGHT OF WAY ACQUISITION/RELOCATION

The EIS Relocation Report summarizes the estimated residential and business relocations necessary to construct the proposed project. Nine residential relocations and two business relocations are anticipated. The EIS Relocation Report is included in Appendix C.

In addition to complete acquisition of properties, the project would require partial acquisition of multiple properties as part of right of way acquisition and temporary construction easements. Efforts to avoid and minimize the number of relocations will continue through the final design phase of the project. Relocation impacts would be mitigated through implementation of the relocation assistance programs offered by NCDOT.

### 4.3.3 ENVIRONMENTAL JUSTICE

Title VI of the Civil Rights Act of 1964 protects individuals from discrimination on the grounds of race, age, color, religion, disability, sex, and national origin. Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations (February 11, 1994), provides that each federal agency must make achieving environmental justice (EJ) a part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects on minority and low-income populations. Special populations may include the elderly, children, the disabled, low-income areas, American Indians, and other minority groups.

Based on the results of the EJ analysis completed in the CIA, census data indicates a notable presence of low-income populations meeting the criteria for Environmental Justice and/or populations protected by Title VI and related statutes in the Direct Community Impact Area (DCIA). However, no minority communities were observed within the DCIA during the field visit.

Notably adverse community impacts are anticipated with this project but appear to affect all populations equivalently; thus, impacts to low-income populations do not appear to be disproportionately high and adverse. Benefits and burdens resulting from the project are anticipated to be equitably distributed throughout the community. No disparate impacts are anticipated under Title VI and related statutes.

#### **4.3.4 BICYCLE/PEDESTRIAN FACILITIES**

A sidewalk is proposed along the western side of U.S. 13 from New Hope Road to the Dollar General near Tommy's Road. There are no plans to construct bicycle facilities in town or county plans. There are currently small segments of sidewalk along the western side of the New Hope Road/Berkeley Boulevard intersection.

#### **4.3.5 RECREATIONAL FACILITIES**

There are no recreational facilities within the study area. The proposed action will not result in any direct impacts to recreational facilities.

#### **4.3.6 OTHER PUBLIC FACILITIES**

The following public facilities were identified within the study area:

- Faith Presbyterian Church is located along the eastern side of U.S. 13, south of the Green Drive intersection.
- Woods Grove PFWB Church is located on Central Heights Road to the east of U.S. 13.
- Pathway Baptist Church is located along the eastern side of U.S. 13, north of the Central Heights Road intersection.

The preferred alternative will require the acquisition of right-of-way from Faith Presbyterian Church and Pathway Baptist Church. The realignment of Tommy's Road will impact parcels owned by trustees of Woods Grove PFWB Church.

There are three school buses that travel through the study area, each making five trips daily.

Potential lane closures could cause increased congestion. NCDOT should coordinate with local officials and the Wayne County School System to inform countywide residents of potential delays. The Wayne County Schools Director of Transportation recommends planning construction around school closures if possible.

#### 4.4 ECONOMIC IMPACTS

As previously stated, there are several businesses and agricultural activities located along the project corridor.

Adverse impacts to businesses would occur both along U.S. 13 and New Hope Road. These impacts would include relocations and access changes. Several businesses along U.S. 13 will lose direct access to the highway, as full control-of-access would be implemented in the vicinity of proposed U-turn bulbs. In the instances where businesses will not be relocated due to right-of-way acquisition, alternate access to U.S. 13 will be provided. Public involvement should include business owners in order to ensure they are informed about the potential impacts to their properties.

#### 4.5 AGRICULTURAL FACILITIES

Wayne County contains a wide variety of large-scale agricultural operations. The active farming operations in the study area consist of growing crops such as soybeans, corn, wheat, tobacco, and peanuts, as well as rearing livestock. Aerial imagery was used to locate active operations, which are mostly contained within the northern section of the study area. Based on the most recent agricultural data, cropland revenues in Wayne County average approximately \$760 per acre (NASS, 2018). The revenue estimate is based on total cash receipts derived from crops divided by total acres of harvested cropland.

Based upon preliminary right-of-way boundaries, impacts to agricultural operations total approximately 11.3 acres. A left over was added at G&K Farm Road to minimize potential impacts to agricultural operations.

A voluntary agricultural district (VAD) is present at the northern end of the project study area. NCDOT should ensure that access is maintained for agricultural equipment and employees and impacts to farmlands are minimized. If property acquisition cannot be avoided, settlement must be attempted before condemnation. If any property holders refuse settlement, the Right of Way Branch must contact Division 4 in order to pursue a public meeting with the VAD before pursuing condemnation.

The proposed project will add a raised median that could limit access to agricultural facilities and potentially increase costs of farming operations. Additionally, temporary impacts to farming operations could occur during construction activities which could include detours and temporary construction easements.

NCDOT should coordinate with local farmers during construction to ensure that access to their property is maintained during and following the construction phase of the proposed project.

## 4.6 FLOOD HAZARD ASSESSMENT

There is one Federal Emergency Management Agency (FEMA)-regulated floodway located within the project study area. A FEMA Zone AE regulatory floodway crosses US 13 just north of Green Drive; Zone AE includes areas that have a 1% annual chance of becoming a flood hazard, and where base flood elevations are shown (FEMA, 2019). The total area of the floodway within the project study area is 4.39 acres.

Another Zone AE floodway crosses US 13 at the northern boundary of the study area but is not directly impacted by the proposed project.

## 4.7 LOCAL PLANS

The following local planning documents were consulted in the planning and preliminary design phases of the project:

- ▢ Envision 35: Goldsboro Urbanized Area Comprehensive Plan (2013)
- ▢ Goldsboro Urban Area 2040 Metropolitan Transportation Plan Update (2014)
- ▢ The Wayne County Comprehensive Plan (2009)

The proposed project is consistent with zoning classifications from Wayne County and the City of Goldsboro. These classifications can be seen on Figure A-5 in Appendix A.

Interviews with local officials representing Wayne County and the City of Goldsboro were conducted to evaluate local plans and goals as part of the CIA. During these interviews, respondents stated that the proposed project does not conflict with local plans for development as it pertains to their particular organization.

## 4.8 INDIRECT AND CUMULATIVE EFFECTS

The proposed action will not alter travel patterns, reduce travel time, or open areas for development or redevelopment. Due to its minimal transportation impact-causing activities, the proposed action will neither influence nearby land uses nor stimulate growth.

## 4.9 TRAFFIC NOISE ANALYSIS

In accordance with Title 23 Code of Federal Regulations Part 772, Procedures for Abatement of Highway Traffic Noise and Construction Noise (Title 23 CFR 772) and the North Carolina Department of Transportation Traffic Noise Abatement Policy, each Type I highway project must be analyzed for predicted traffic noise impacts. In general, Type I projects are proposed State or Federal- highway projects for construction of a highway or interchange on new location, improvements of an existing highway that substantially changes the horizontal or vertical alignment or increases the vehicle capacity, or projects that involve new construction or substantial alteration of transportation facilities such as weigh stations, rest stops, ride-share lots or toll plazas.

Traffic noise impacts are determined through implementing the current Traffic Noise Model (TNM) approved by the Federal Highway Administration (FHWA) and following procedures detailed in Title 23 CFR 772, the NCDOT Traffic Noise Abatement Policy and the NCDOT Traffic Noise Analysis and Abatement Manual. When traffic noise impacts are predicted, examination and evaluation of alternative noise abatement measures must be considered for reducing or eliminating these impacts. Temporary and localized noise impacts will likely occur as a result of project construction activities. Construction noise control measures will be incorporated into the project plans and specifications.

A traffic noise analysis for Project U-3609B is underway, and a Traffic Noise Report (TNR) will be completed prior to right of way acquisition. While a few impacts may occur, no noise walls are anticipated for the proposed project. Once complete, the TNR will be available upon request to the NCDOT Environmental Analysis Unit.

In accordance with NCDOT Traffic Noise Abatement Policy, the Federal/State governments are not responsible for providing noise abatement measures for new development for which building permits are issued after the Date of Public Knowledge. The Date of Public Knowledge of the proposed highway project will be the approval date of the SEA/FONSI. For development occurring after this date, local governing bodies are responsible to ensure that noise compatible designs are utilized along the proposed facility.

## 4.10 AIR QUALITY ANALYSIS

### Introduction

Air pollution originates from various sources. Emissions from industry and internal combustion engines are the most prevalent sources. The impact resulting from highway construction ranges from intensifying existing air pollution problems to improving the ambient air quality. Changing traffic patterns are a primary concern when determining the impact of a new highway facility or the improvement of an existing highway facility. Motor vehicles emit carbon monoxide (CO), nitrogen oxide (NO), hydrocarbons (HC), particulate matter, sulfur dioxide (SO<sub>2</sub>), and lead (Pb) (listed in order of decreasing emission rate).

The Federal Clean Air Act of 1970 established the National Ambient Air Quality Standards (NAAQS). These were established in order to protect public health, safety, and welfare from known or anticipated effects of air pollutants. The NAAQS contain criteria for SO<sub>2</sub>, particulate matter (PM<sub>10</sub>, 10-micron and smaller, PM<sub>2.5</sub>, 2.5-micron and smaller), CO, nitrogen dioxide (NO<sub>2</sub>), ozone (O<sub>3</sub>), and lead (Pb).

The primary pollutants from motor vehicles are unburned HC, NO<sub>x</sub>, CO, and particulates. HC and NO<sub>x</sub> can combine in a complex series of reactions catalyzed by sunlight to produce photochemical oxidants such as O<sub>3</sub> and NO<sub>2</sub>. Because these reactions take

place over a period of several hours, maximum concentrations of photochemical oxidants are often found far downwind of the precursor sources. These pollutants are regional problems.

A project-level air quality analysis was prepared for this project. A copy of the unabridged version of the full technical report entitled *widening Air Quality Report, Widening Improvements to US 13 (Berkley Boulevard) from New Hope Road (SR 1003) to north of SR 1572 (Saulston Road), Wayne County* dated July, 2019 can be viewed at the Environmental Analysis Unit, Century Center Building A, 1000 Birch Ridge Drive, Raleigh.

## Mobile Source Air Toxics (MSAT)

### Background

Controlling air toxic emissions became a national priority with the passage of the Clean Air Act Amendments (CAAA) of 1990, whereby Congress mandated that the U.S. Environmental Protection Agency (EPA) regulate 188 air toxics, also known as hazardous air pollutants. The EPA assessed this expansive list in its rule on the Control of Hazardous Air Pollutants from Mobile Sources (Federal Register, Vol. 72, No. 37, page 8430, February 26, 2007), and identified a group of 93 compounds emitted from mobile sources that are listed in their Integrated Risk Information System (IRIS)<sup>1</sup>. In addition, EPA identified nine compounds with significant contributions from mobile sources that are among the national and regional-scale cancer risk drivers from their 2011 National Air Toxics Assessment (NATA)<sup>2</sup>. These are 1,3-butadiene, acetaldehyde, acrolein, benzene, diesel particulate matter (diesel PM), ethylbenzene, formaldehyde, naphthalene, and polycyclic organic matter. While FHWA considers these the priority MSAT, the list is subject to change and may be adjusted in consideration of future EPA rules.

According to EPA, the latest model MOVES2014 is a major revision to MOVES2010 and improves upon it in many respects. MOVES2014 includes new data, new emissions standards, and new functional improvements and features. It incorporates substantial new data for emissions, fleet, and activity developed since the release of MOVES2010. These new emissions data are for light- and heavy- duty vehicles, exhaust and evaporative emissions, and fuel effects. MOVES2014 also adds updated vehicle sales, population, age distribution, and vehicle miles travelled (VMT) data.

MOVES2014 incorporates the effects of three new Federal emissions standard rules not included in MOVES2010. These new standards are all expected to impact MSAT emissions and include Tier 3 emissions and fuel standards starting in 2017 (79 FR 60344), heavy-duty greenhouse gas regulations that phase in during model years 2014-2018 (79

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<sup>1</sup> <https://www.epa.gov/iris>

<sup>2</sup> <https://www.epa.gov/national-air-toxics-assessment>

FR 60344), and the second phase of light duty greenhouse gas regulations that phase in during model years 2017-2025 (79 FR 60344). Since the release of MOVES2014, EPA has released MOVES2014a. In the November 2015 MOVES2014a Questions and Answers Guide,<sup>3</sup> EPA states that for on-road emissions, MOVES2014a adds new options requested by users for the input of local VMT, includes minor updates to the default fuel tables, and corrects an error in MOVES2014 brake wear emissions. The change in brake wear emissions results in small decreases in PM emissions, while emissions for other criteria pollutants remain essentially the same as MOVES2014.

Using EPA's MOVES2014a model, FHWA estimates that even if VMT increases by 45 percent from 2010 to 2050 as forecast, a combined reduction of 91 percent in the total annual emissions for the priority MSAT is projected for the same time period.

Diesel PM is the dominant component of MSAT emissions, making up 50 to 70 percent of all priority MSAT pollutants by mass, depending on calendar year. Users of MOVES2014a will notice some differences in emissions compared with MOVES2010b. MOVES2014a is based on updated data on some emissions and pollutant processes compared to MOVES2010b, and also reflects the latest Federal emissions standards in place at the time of its release. In addition, MOVES2014a emissions forecasts are based on lower VMT projections than MOVES2010b, consistent with recent trends suggesting reduced nationwide VMT growth compared to historical trends.

MSAT analyses are intended to capture the net change in emissions within an affected environment, defined as the transportation network affected by the project. The affected environment for MSATs may be different than the affected environment defined in the NEPA document for other environmental effects, such as noise or wetlands. Analyzing MSATs only within a geographically-defined "study area" will not capture the emissions effects of changes in traffic on roadways outside of that area, which is particularly important where the project creates an alternative route or diverts traffic from one roadway class to another. At the other extreme, analyzing a metropolitan area's entire roadway network will result in emissions estimates for many roadway links not affected by the project, diluting the results of the analysis.

#### Incomplete or Unavailable Information for Project Specific MSAT Health Impact Analysis

In FHWA's view, information is incomplete or unavailable to credibly predict the project-specific health impacts due to changes in MSAT emissions associated with a proposed set of highway alternatives. The outcome of such an assessment, adverse or not, would be influenced more by the uncertainty introduced into the process through assumption and speculation rather than any genuine insight into the actual health impacts directly attributable to MSAT exposure associated with a proposed action.

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<sup>3</sup> <https://www.epa.gov/moves/moves2014a-latest-version-motor-vehicle-emission-simulator-moves>

The EPA is responsible for protecting the public health and welfare from any known or anticipated effect of an air pollutant. They are the lead authority for administering the Clean Air Act and its amendments and have specific statutory obligations with respect to hazardous air pollutants and MSAT. The EPA is in the continual process of assessing human health effects, exposures, and risks posed by air pollutants. They maintain the Integrated Risk Information System (IRIS), which is “a compilation of electronic reports on specific substances found in the environment and their potential to cause human health effects”<sup>4</sup>. Each report contains assessments of non-cancerous and cancerous effects for individual compounds and quantitative estimates of risk levels from lifetime oral and inhalation exposures with uncertainty spanning perhaps an order of magnitude.

Other organizations are also active in the research and analyses of the human health effects of MSAT, including the Health Effects Institute (HEI). A number of HEI studies are summarized in Appendix D of FHWA’s *Updated Interim Guidance on Mobile Source Air Toxic Analysis in NEPA Documents*. Among the adverse health effects linked to MSAT compounds at high exposures are: cancer in humans in occupational settings; cancer in animals; and irritation to the respiratory tract, including the exacerbation of asthma. Less obvious is the adverse human health effects of MSAT compounds at current environmental concentrations<sup>5</sup> or in the future as vehicle emissions substantially decrease.

The methodologies for forecasting health impacts include emissions modeling; dispersion modeling; exposure modeling; and then final determination of health impacts – each step in the process building on the model predictions obtained in the previous step. All are encumbered by technical shortcomings or uncertain science that prevents a more complete differentiation of the MSAT health impacts among a set of project alternatives. These difficulties are magnified for lifetime (i.e., 70 year) assessments, particularly because unsupportable assumptions would have to be made regarding changes in travel patterns and vehicle technology (which affects emissions rates) over that time frame, since such information is unavailable.

It is particularly difficult to reliably forecast 70-year lifetime MSAT concentrations and exposure near roadways; to determine the portion of time that people are actually exposed at a specific location; and to establish the extent attributable to a proposed action, especially given that some of the information needed is unavailable.

There are considerable uncertainties associated with the existing estimates of toxicity of the various MSAT, because of factors such as low-dose extrapolation and translation of

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<sup>4</sup> EPA, <https://www.epa.gov/iris/>

<sup>5</sup> HEI Special Report 16, <https://www.healtheffects.org/publication/mobile-source-air-toxics-critical-review-literature-exposure-and-health-effects>

occupational exposure data to the general population, a concern expressed by HEI<sup>6</sup>. As a result, there is no national consensus on air dose-response values assumed to protect the public health and welfare for MSAT compounds, and in particular for diesel PM. The EPA states that with respect to diesel engine exhaust, “[t]he absence of adequate data to develop a sufficiently confident dose-response relationship from the epidemiologic studies has prevented the estimation of inhalation carcinogenic risk ( <https://www.epa.gov/iris> ).”

There is also the lack of a national consensus on an acceptable level of risk. The current context is the process used by the EPA as provided by the Clean Air Act to determine whether more stringent controls are required in order to provide an ample margin of safety to protect public health or to prevent an adverse environmental effect for industrial sources subject to the maximum achievable control technology standards, such as benzene emissions from refineries. The decision framework is a two-step process. The first step requires EPA to determine an “acceptable” level of risk due to emissions from a source, which is generally no greater than approximately 100 in a million. Additional factors are considered in the second step, the goal of which is to maximize the number of people with risks less than 1 in a million due to emissions from a source. The results of this statutory two-step process do not guarantee that cancer risks from exposure to air toxics are less than 1 in a million; in some cases, the residual risk determination could result in maximum individual cancer risks that are as high as approximately 100 in a million. In a June 2008 decision, the U.S. Court of Appeals for the District of Columbia Circuit upheld EPA’s approach to addressing risk in its two-step decision framework. Information is incomplete or unavailable to establish that even the largest of highway projects would result in levels of risk greater than deemed acceptable<sup>7</sup>.

Because of the limitations in the methodologies for forecasting health impacts described, any predicted difference in health impacts between alternatives is likely to be much smaller than the uncertainties associated with predicting the impacts. Consequently, the results of such assessments would not be useful to decision makers, who would need to weigh this information against project benefits, such as reducing traffic congestion, accident rates, and fatalities plus improved access for emergency response, that are better suited for quantitative analysis.

## Conclusion

With the Build Alternative there may be localized areas where VMT would increase, and other areas where VMT would decrease. Therefore, it is possible that localized increases and decreases in MSAT emissions may occur. The localized increases in MSAT emissions would likely be most pronounced where the proposed alignment shifts closer to

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<sup>6</sup> Special Report 16, <https://www.healtheffects.org/publication/mobile-source-air-toxics-critical-review-literature-exposure-and-health-effects>

<sup>7</sup> [https://www.cadc.uscourts.gov/internet/opinions.nsf/284E23FFE079CD59852578000050C9DA/\\$file/07-1053-1120274.pdf](https://www.cadc.uscourts.gov/internet/opinions.nsf/284E23FFE079CD59852578000050C9DA/$file/07-1053-1120274.pdf)

buildings and areas of outdoor use. However, even if these increases do occur, they too will be substantially reduced in the future due to implementation of EPA's vehicle and fuel regulations.

In sum, with the Build Alternative in the design year it is expected there would be reduced MSAT emissions in the immediate area of the project, relative to the No-Build Alternative, due to EPA's MSAT reduction programs.

## Summary

Vehicles are a major contributor to decreased air quality because they emit a variety of pollutants into the air. Changing traffic patterns are a primary concern when determining the impact of a new highway facility or the improvement of an existing highway facility. New highways or the widening of existing highways increase localized levels of vehicle emissions, but these increases could be offset due to increases in speeds from reductions in congestion and because vehicle emissions will decrease in areas where traffic shifts to the new roadway. Significant progress has been made in reducing criteria pollutant emissions from motor vehicles and improving air quality, even as vehicle travel has increased rapidly.

The proposed project is located in Wayne County, which is an attainment area that complies with the NAAQS. The proposed project is located within an attainment area; therefore, 40 CFR Parts 51 and 93 are not applicable. Therefore, it is not anticipated to create any adverse effects on the air quality of this attainment area. This evaluation completes the assessment requirements for air quality of the 1990 Clean Air Act Amendments and the NEPA process. No additional reports are necessary.

### 4.11 HAZARDOUS MATERIALS

In April 2018, a geotechnical prescreening was conducted for the proposed project. The results of the study identified a total of sixteen (16) sites of concern within the study area. Descriptions of each site and their anticipated risk can be seen in Table 14. The locations of these hazardous materials sites can be seen on Figure A-6 in Appendix A. It is recommended that a detailed study of the preferred alternative should be performed to field verify the hazardous waste sites and identify unknown sites prior to construction. A Phase II ESA investigation will be performed following the completion of hydraulic design to determine the presence of contaminated areas and/or UST's.

**Table 12: Hazardous material sites**

<b>PROPERTY NAME</b>	<b>LOCATION</b>	<b>TYPE</b>	<b>ANTICIPATED IMPACT</b>
Wooten Oil	1804 Berkeley Boulevard	Suspect UST(s)	Low
Kangaroo Express #925 (Current BP)	1818 N Berkeley Blvd	LUST	Low
Northway Shopping Center	1813 North Berkeley Boulevard	LUST	Low
Robert Sutton Used Cars	1905 Berkeley Boulevard	Auto Related	Low
Residence	1924 Berkeley Boulevard	AST	Low
Saul's Auto Shop	2101 Berkeley Boulevard	Auto Related	Low (Inactive)
Ken's Auto Service	2120 Berkeley Boulevard	Auto Related	Low (Inactive)
Suspect Former Gas Station (Wild Indian)	2305 Berkeley Boulevard	Suspect USTs	Low
Saul's Automotive	2379 Berkeley Boulevard	Auto Related	Low
Residence	4057 Central Heights Road	AST	Low
Residence	4030 Central Heights Road	AST	Low
T. R. Boyette Auto Sales and Service	2455 Berkeley Boulevard	Auto Related	Low
Handy Mart #115	2495 Highway 13 N.	UST	Low
Woor Cycles (Former Auto Service)	2502 Berkeley Boulevard	Auto Related	Low
Forest Garage Auto Repair & Service	2631 & 2635 Berkeley Boulevard	Auto Related	Low (Inactive)
Residence	2875 Berkeley Boulevard	Former UST Observed	Low

## 4.12 SUMMARY OF ENVIRONMENTAL CONSEQUENCES

This section provides a summary of the expected environmental consequences for the preferred alternative. The impacts are summarized by environmental resource in Table 15.

**Table 13: Summary of environmental consequences**

<b>Environmental Resource</b>	<b>Preferred Alternative</b>
Terrestrial Communities – Riverine Swamp Forest	0.7 acres
Terrestrial Communities - Pine	1.0 acres
Jurisdictional Streams	835 linear feet
Jurisdictional Wetlands	0.7 acres
Neuse River Buffers – Zone 1	38,661 square feet
Neuse River Buffers – Zone 2	22,963 square feet
Federally Protected Species	None or Negligible
Historic Architecture Properties	None or Negligible
Archaeological Sites	None or Negligible
Agricultural Operations	Negative
Neighborhoods/Communities	None or Negligible
Relocations	Negative
Environmental Justice	None or Negligible
Bicycle/Pedestrian Facilities	Positive
Public Facilities	None or Negligible
Economic	None or Negligible
Land Use, Zoning, and Development	None or Negligible
Indirect and Cumulative Effects	None or Negligible
Flood Hazards	None or Negligible
Traffic Noise	None or Negligible
Air Quality	None or Negligible
Hazardous Materials	None or Negligible

## 5. COMMENTS AND COORDINATION

Coordination with the public, local officials, and state and federal agencies was ongoing throughout project planning and preliminary design. This section summarizes all coordination efforts.

### 5.1 PUBLIC INVOLVEMENT

A public meeting and a local officials informational meeting were held on February 26, 2019 at the Maxwell Center in Goldsboro. The meetings were held in order to discuss the purpose and need of the proposed action, explain and identify the build alternative, answer questions, and gather the public's feedback. Prior to the meeting, NCDOT mailed postcards to residents and landowners in the project vicinity to inform them of the meeting. Additionally, invitations to the local officials informational meeting were mailed to representatives of governmental organizations. NCDOT also advertised the meeting in local newspapers.

Eleven attendees signed in at the local officials' meeting, and 133 attendees signed in at the public meeting. Public comments were collected in writing at the public meeting and were accepted by email and postal mail until March 12, 2019. The majority of comments pertained to concerns with access and/or U-turn bulbs, concerns with the U.S. 13/Saulston Road intersection, or general support of the proposed project. A summary of the comments received at the public meeting can be found in Appendix D.

NCDOT created a project website that includes preliminary plans that were presented at the U-3609B public meeting.

### 5.2 AGENCY COORDINATION

At the inception of the proposed project, a Start of Study Letter was sent to the local, state, and federal agencies. A copy of the Start of Study Letter, the Start of Study Letter recipients list, and Start of Study comments received are located in Appendix E. All comments received have been taken into consideration during the planning and design of the proposed project.

The project team has actively coordinated with agency representatives and sought input and approval from project stakeholders throughout the planning and preliminary design phases of U-3609B. Coordination will continue as needed for the remainder of the project process.

## 6. BASIS FOR FINDING OF NO SIGNIFICANT IMPACT

Based upon a study of the proposed action documented in this assessment and upon comments received from state agencies, local agencies, and the public, it is the finding of the NCDOT that the proposed action will not have a significant adverse impact upon the human or natural environment. The proposed action is consistent with local plans.

Per this evaluation, a Finding of No Significant Impact is applicable for the proposed action. Therefore, no further environmental analysis is required.

## REFERENCES

- City of Goldsboro. 2013. *Envision 35: Goldsboro Urbanized Area Comprehensive Plan*.
- Falcon Engineering. 2018. *Phase I Environmental Site Assessment, TIP No. U-3609B*. Prepared for Stantec.
- FEMA (Federal Emergency Management Agency). 2019. *Zone AE and A1-30*. <https://www.fema.gov/zone-ae-and-a1-30>
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- Stantec. 2019. *U-3609B Air Quality Report*. Prepared for NCDOT.
- Stantec. 2019. *U-3609B Combined Short Form Community Impact Assessment (CIA)*. Prepared for NCDOT.
- URS. 2014. *Goldsboro Urban Area 2040 Metropolitan Transportation Plan Update*. Prepared for FHWA.
- Wayne County. 2009. *The Wayne County Comprehensive Plan*.

## **APPENDIX A: FIGURES**

Figure A-1: Other transportation improvement projects in the vicinity of the project

Figure A-2: Terrestrial Communities

Figure A-3: Jurisdictional Streams and Wetlands

Figure A-4: Community Context Map

Figure A-5: Hazardous Materials

## **APPENDIX B: CULTURAL RESOURCES**

B-1: Historic Architecture and Landscapes Survey Required Form

B-2: Historic Architecture Survey Report

B-3: Archaeological Survey Required Form

B-4: Archaeological Survey Report

## **APPENDIX C: RELOCATION REPORT**

## **APPENDIX D: PUBLIC INVOLVEMENT**

D-1: Public Meeting Comments

D-2: Public Meeting Comment Summary

## **APPENDIX E: AGENCY COORDINATION**

E-1: Start of Study Letter

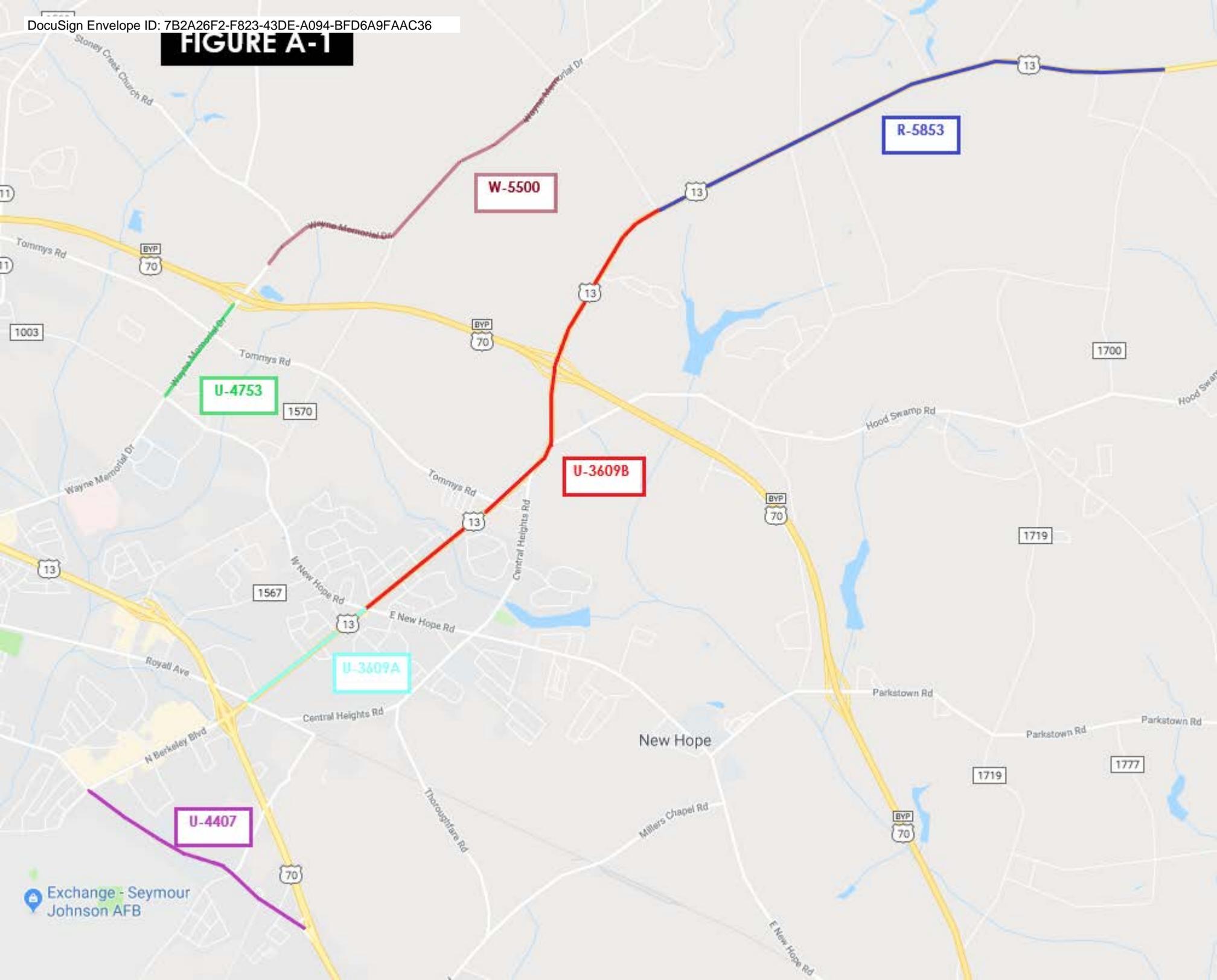
E-2: Responses received to Start of Study Letters

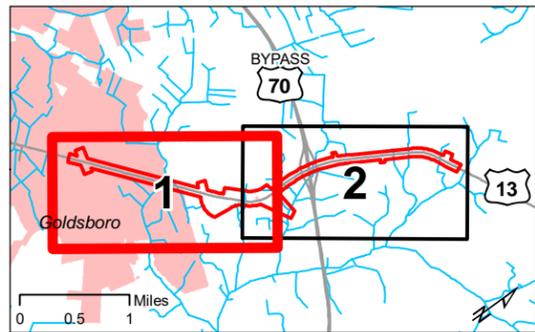
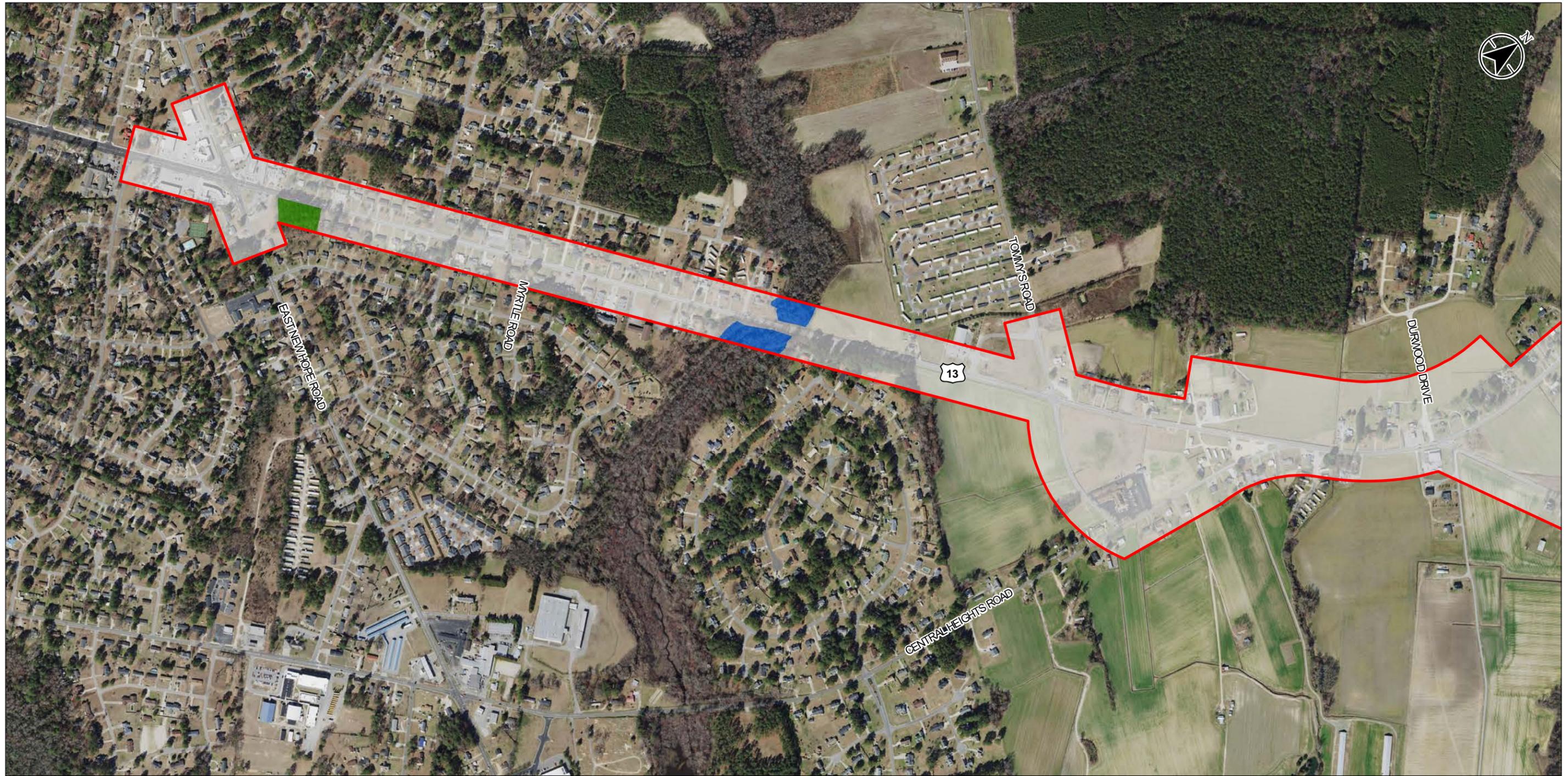
E-3: Other Coordination

# APPENDIX A

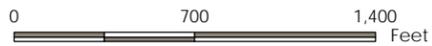
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# FIGURE A-1





NC DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS  
DIVISION 4



1:8,490 (At original document size of 11x17)

Notes

1. Coordinate System: NAD 1983 StatePlane North Carolina FIPS 3200 Feet
2. Assessment completed by Stantec on April 11, May 10 and June 20, 2018.
3. Orthoimagery © NCOneMap, 2017.

Legend

Project Study Area

Terrestrial Communities

Headwater Forest

Riverine Swamp Forest

Pine

Maintained Disturbed

Project Location 171002016 REVA  
Goldsboro Prepared by ALC on 2018-07-24  
Wayne County, NC Technical Review by MMR on 2018-07-25  
Independent Review by SS on 2018-07-26

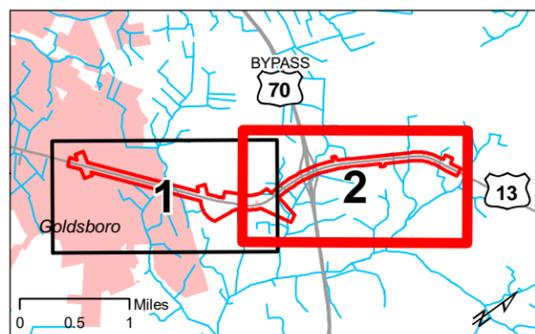
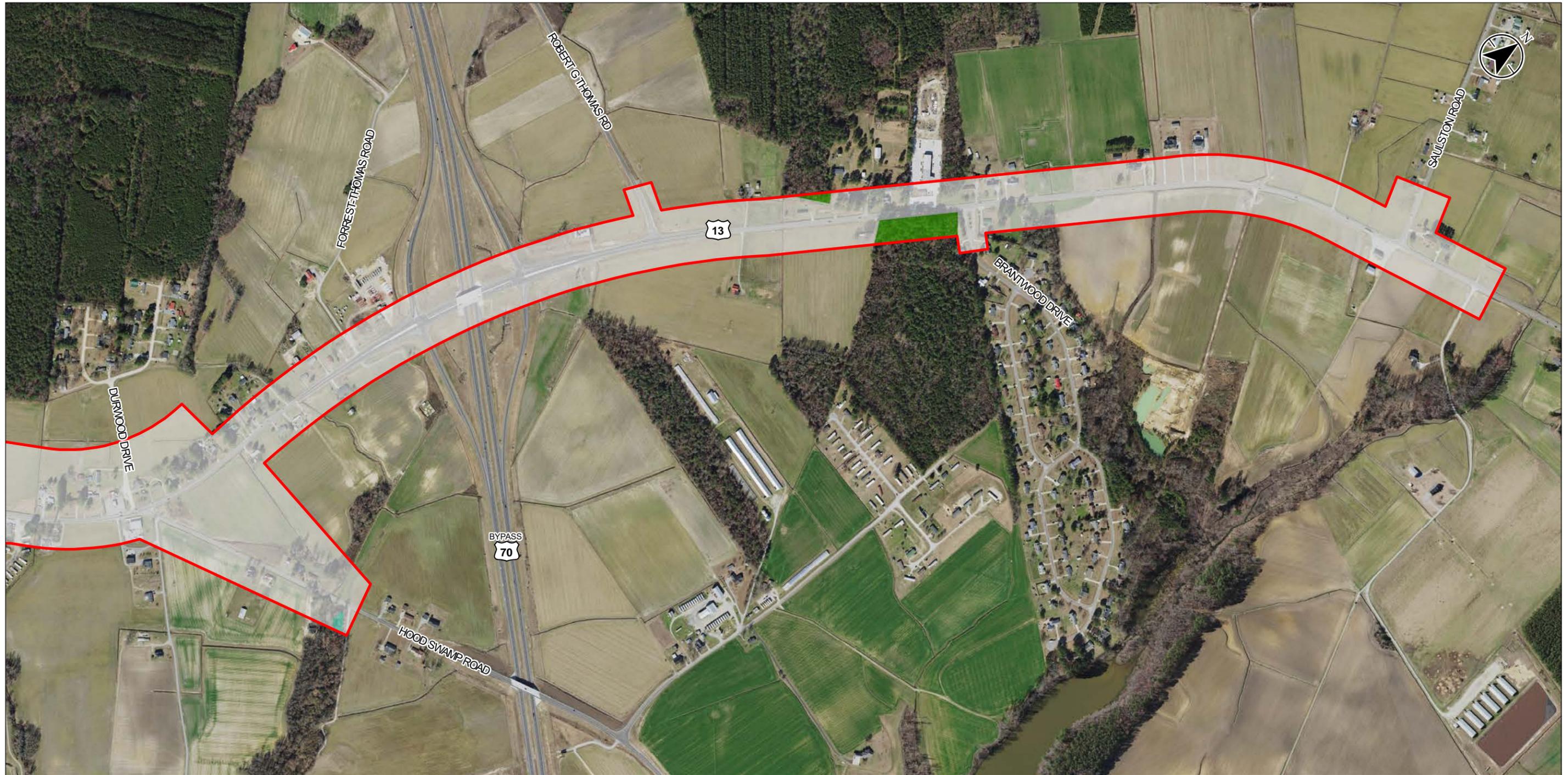
Client/Project  
NCDOT - Division 4  
US 13 (Berkeley Boulevard) Widening  
TIP U-3609B

Figure No.

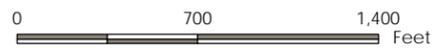
**A-2**

Title

Terrestrial Communities Map



NC DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS  
DIVISION 4



1:8,500 (At original document size of 11x17)

Notes

1. Coordinate System: NAD 1983 StatePlane North Carolina FIPS 3200 Feet
2. Assessment completed by Stantec on April 11, May 10 and June 20, 2018.
3. Orthoimagery © NCOneMap, 2017.

Legend

Project Study Area

Terrestrial Communities

- Headwater Forest
- Riverine Swamp Forest
- Pine
- Maintained Disturbed

Project Location: 171002016 REVA  
Goldsboro, Wayne County, NC  
Prepared by ALC on 2018-07-24  
Technical Review by MMR on 2018-07-25  
Independent Review by SS on 2018-07-26

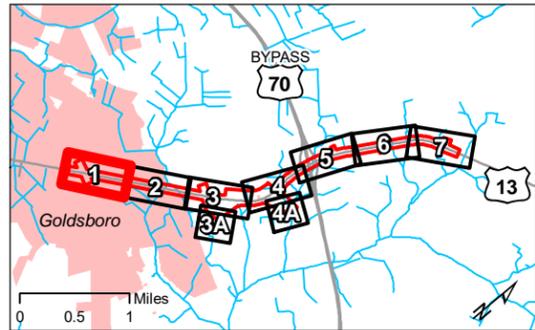
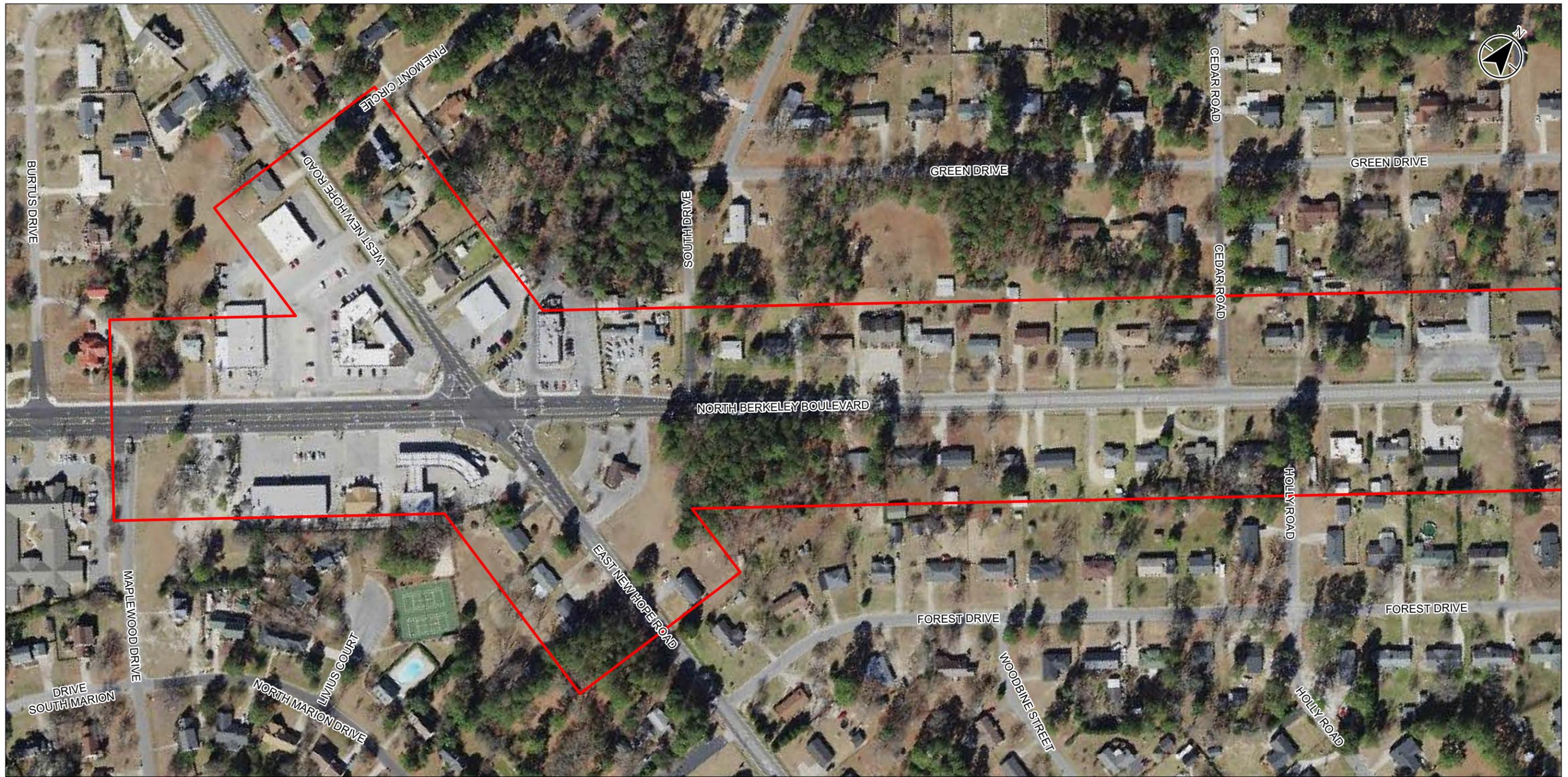
Client/Project: NCDOT - Division 4  
US 13 (Berkeley Boulevard) Widening  
TIP U-3609B

Figure No.

**A-2**

Title

Terrestrial Communities Map




**NC DEPARTMENT OF TRANSPORTATION**  
 DIVISION OF HIGHWAYS  
 DIVISION 4



1:2,400 (At original document size of 11x17)

- Notes
1. Coordinate System: NAD 1983 StatePlane North Carolina FIPS 3200 Feet
  2. Jurisdictional Delineation completed by Stantec on April 11, May 10 and June 20, 2018.
  3. Orthoimagery © NCOneMap, 2016.

Legend

-  Project Study Area
-  Intermittent Streams
-  Perennial Streams
-  Select Pipes/Culverts
-  Wetlands

Project Location 171002016 REVA  
 Goldsboro Prepared by ECL on 2018-06-21  
 Wayne County, NC Technical Review by ALC on 2018-06-21  
 Independent Review by MMR on 2018-06-22

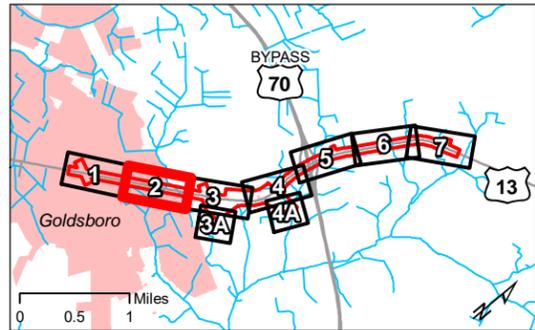
Client/Project  
 NCDOT - Division 4  
 US 13 (Berkeley Boulevard) Widening  
 TIP U-3609B

Figure No.

**A-3**

Title

Jurisdictional Features Map




**NC DEPARTMENT OF TRANSPORTATION**  
 DIVISION OF HIGHWAYS  
 DIVISION 4



1:2,400 (At original document size of 11x17)

- Notes
1. Coordinate System: NAD 1983 StatePlane North Carolina FIPS 3200 Feet
  2. Jurisdictional Delineation completed by Stantec on April 11, May 10 and June 20, 2018.
  3. Orthoimagery © NCOneMap, 2016.

Legend

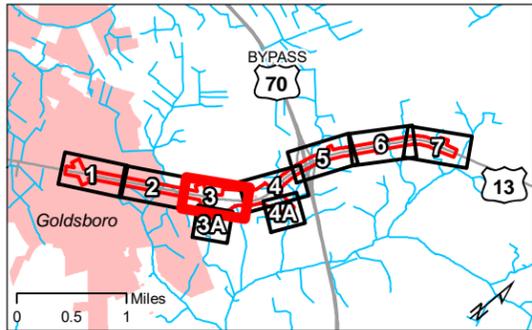
-  Project Study Area
-  Intermittent Streams
-  Perennial Streams
-  Select Pipes/Culverts
-  Wetlands

Project Location: 171002016 REVA  
 Goldsboro, Wayne County, NC  
 Prepared by ECL on 2018-06-21  
 Technical Review by ALC on 2018-06-21  
 Independent Review by MMR on 2018-06-22

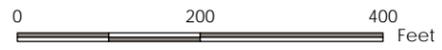
Client/Project:  
 NCDOT - Division 4  
 US 13 (Berkeley Boulevard) Widening  
 TIP U-3609B

Figure No.:  
**A-3**

Title:  
 Jurisdictional Features Map




**NC DEPARTMENT OF TRANSPORTATION**  
 DIVISION OF HIGHWAYS  
 DIVISION 4



1:2,400 (At original document size of 11x17)

- Notes
1. Coordinate System: NAD 1983 StatePlane North Carolina FIPS 3200 Feet
  2. Jurisdictional Delineation completed by Stantec on April 11, May 10 and June 20, 2018.
  3. Orthoimagery © NCOneMap, 2016.

Legend

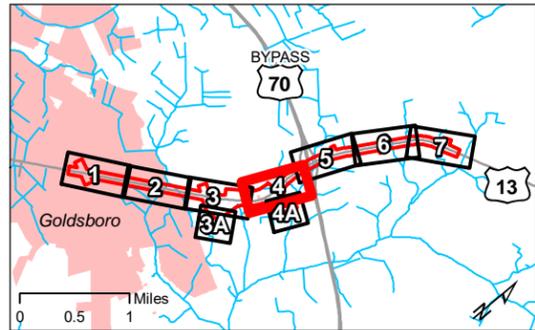
- Project Study Area
- Intermittent Streams
- Perennial Streams
- Select Pipes/Culverts
- Wetlands

Project Location: 171002016 REVA  
 Goldsboro, Wayne County, NC  
 Prepared by ECL on 2018-06-21  
 Technical Review by ALC on 2018-06-21  
 Independent Review by MMR on 2018-06-22

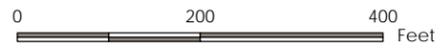
Client/Project:  
 NCDOT - Division 4  
 US 13 (Berkeley Boulevard) Widening  
 TIP U-3609B

Figure No.  
**A-3**

Title  
**Jurisdictional Features Map**




**NC DEPARTMENT OF TRANSPORTATION**  
**DIVISION OF HIGHWAYS**  
**DIVISION 4**



1:2,400 (At original document size of 11x17)

- Notes**
1. Coordinate System: NAD 1983 StatePlane North Carolina FIPS 3200 Feet
  2. Jurisdictional Delineation completed by Stantec on April 11, May 10 and June 20, 2018.
  3. Orthoimagery © NCOneMap, 2016.

**Legend**

-  Project Study Area
-  Intermittent Streams
-  Perennial Streams
-  Select Pipes/Culverts
-  Wetlands

Project Location: 171002016 REVA  
 Goldsboro, Wayne County, NC  
 Prepared by ECL on 2018-06-21  
 Technical Review by ALC on 2018-06-21  
 Independent Review by MMR on 2018-06-22

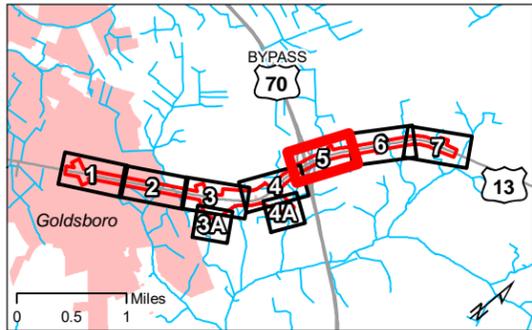
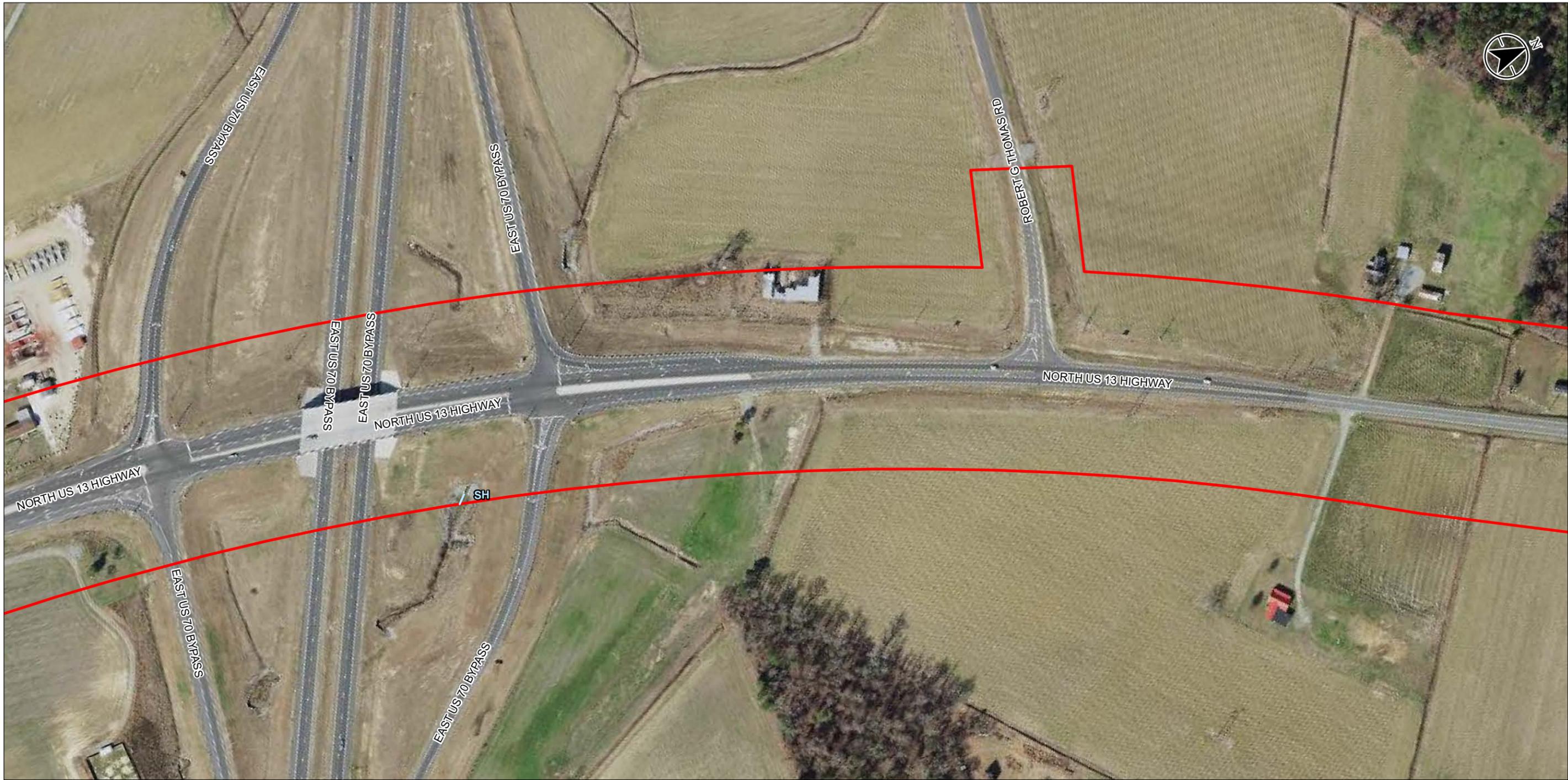
Client/Project:  
 NCDOT - Division 4  
 US 13 (Berkeley Boulevard) Widening  
 TIP U-3609B

Figure No.

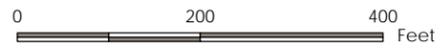
**A-3**

Title

**Jurisdictional Features Map**




**NC DEPARTMENT OF TRANSPORTATION**  
 DIVISION OF HIGHWAYS  
 DIVISION 4



1:2,400 (At original document size of 11x17)

- Notes
1. Coordinate System: NAD 1983 StatePlane North Carolina FIPS 3200 Feet
  2. Jurisdictional Delineation completed by Stantec on April 11, May 10 and June 20, 2018.
  3. Orthoimagery © NCOneMap, 2016.

Legend

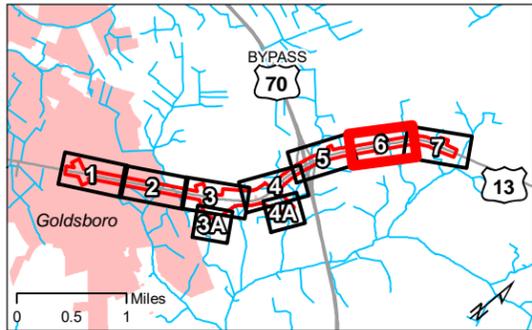
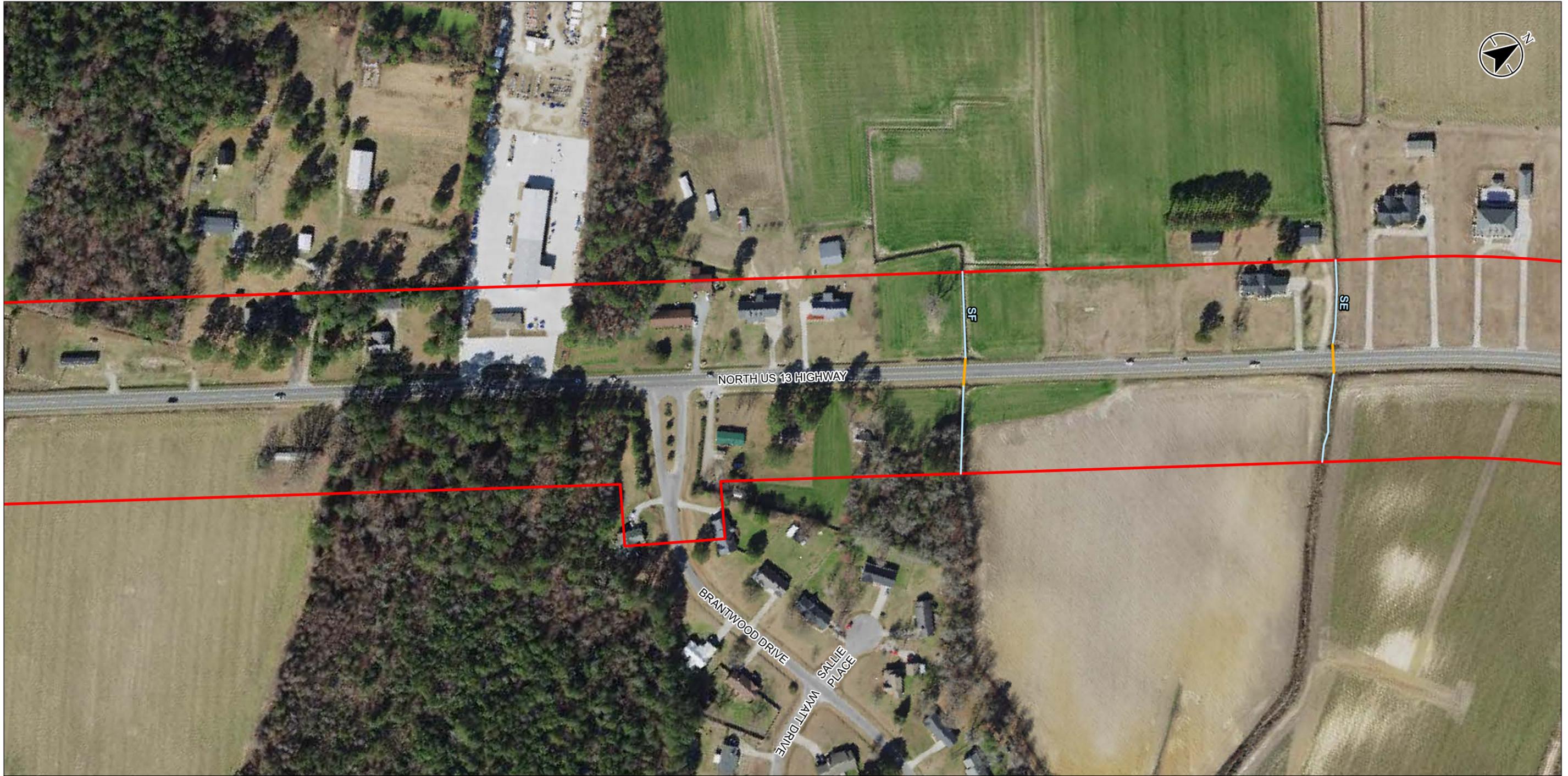
-  Project Study Area
-  Intermittent Streams
-  Perennial Streams
-  Select Pipes/Culverts
-  Wetlands

Project Location: 171002016 REV A  
 Goldsboro, Wayne County, NC  
 Prepared by ECL on 2018-06-21  
 Technical Review by ALC on 2018-06-21  
 Independent Review by MMR on 2018-06-22

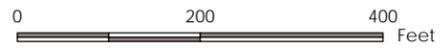
Client/Project:  
 NCDOT - Division 4  
 US 13 (Berkeley Boulevard) Widening  
 TIP U-3609B

Figure No.:  
**A-3**

Title:  
 Jurisdictional Features Map




**NC DEPARTMENT OF TRANSPORTATION**  
 DIVISION OF HIGHWAYS  
 DIVISION 4



1:2,400 (At original document size of 11x17)

- Notes**
1. Coordinate System: NAD 1983 StatePlane North Carolina FIPS 3200 Feet
  2. Jurisdictional Delineation completed by Stantec on April 11, May 10 and June 20, 2018.
  3. Orthoimagery © NCOneMap, 2016.

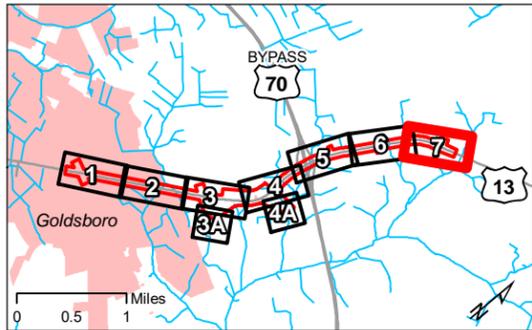
**Legend**

- Project Study Area
- Intermittent Streams
- Perennial Streams
- Select Pipes/Culverts
- Wetlands

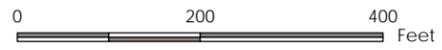
Project Location: Goldsboro, Wayne County, NC  
 171002016 REVA  
 Prepared by ECL on 2018-06-21  
 Technical Review by ALC on 2018-06-21  
 Independent Review by MMR on 2018-06-22

Client/Project: NCDOT - Division 4  
 US 13 (Berkeley Boulevard) Widening  
 TIP U-3609B

Figure No.: **A-3**  
 Title: **Jurisdictional Features Map**




**NC DEPARTMENT OF TRANSPORTATION**  
**DIVISION OF HIGHWAYS**  
**DIVISION 4**



1:2,400 (At original document size of 11x17)

- Notes
1. Coordinate System: NAD 1983 StatePlane North Carolina FIPS 3200 Feet
  2. Jurisdictional Delineation completed by Stantec on April 11, May 10 and June 20, 2018.
  3. Orthoimagery © NCOneMap, 2016.

Legend

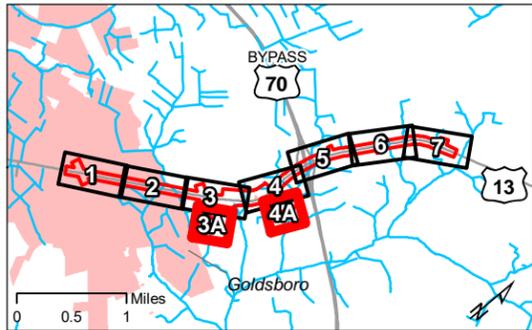
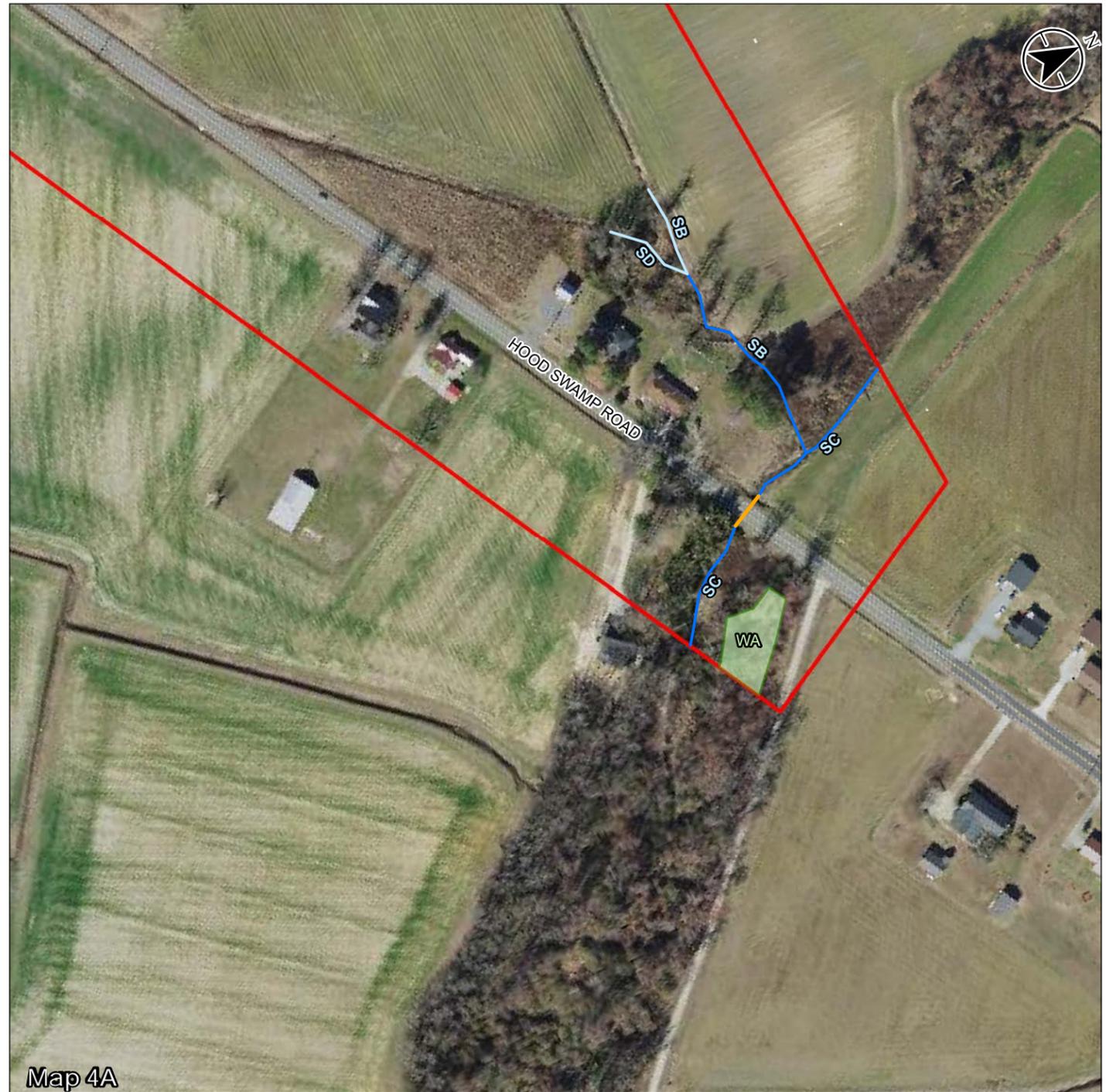
-  Project Study Area
-  Intermittent Streams
-  Perennial Streams
-  Select Pipes/Culverts
-  Wetlands

Project Location: 171002016 REVA  
 Goldsboro, Wayne County, NC  
 Prepared by ECL on 2018-06-21  
 Technical Review by ALC on 2018-06-21  
 Independent Review by MMR on 2018-06-22

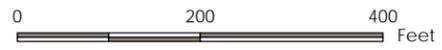
Client/Project:  
 NCDOT - Division 4  
 US 13 (Berkeley Boulevard) Widening  
 TIP U-3609B

Figure No.:  
**A-3**

Title:  
**Jurisdictional Features Map**




**NC DEPARTMENT OF TRANSPORTATION**  
**DIVISION OF HIGHWAYS**  
**DIVISION 4**



1:2,400 (At original document size of 11x17)

- Notes
1. Coordinate System: NAD 1983 StatePlane North Carolina FIPS 3200 Feet
  2. Jurisdictional Delineation completed by Stantec on April 11, May 10 and June 20, 2018.
  3. Orthoimagery © NCOneMap, 2016.

Legend

-  Project Study Area
-  Wetlands
-  Intermittent Streams
-  Perennial Streams
-  Select Pipes/Culverts

Project Location: 171002016 REV A  
 Goldsboro, Wayne County, NC  
 Prepared by ECL on 2018-06-21  
 Technical Review by ALC on 2018-06-21  
 Independent Review by MMR on 2018-06-22

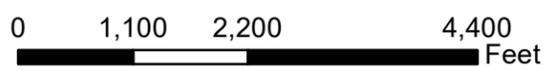
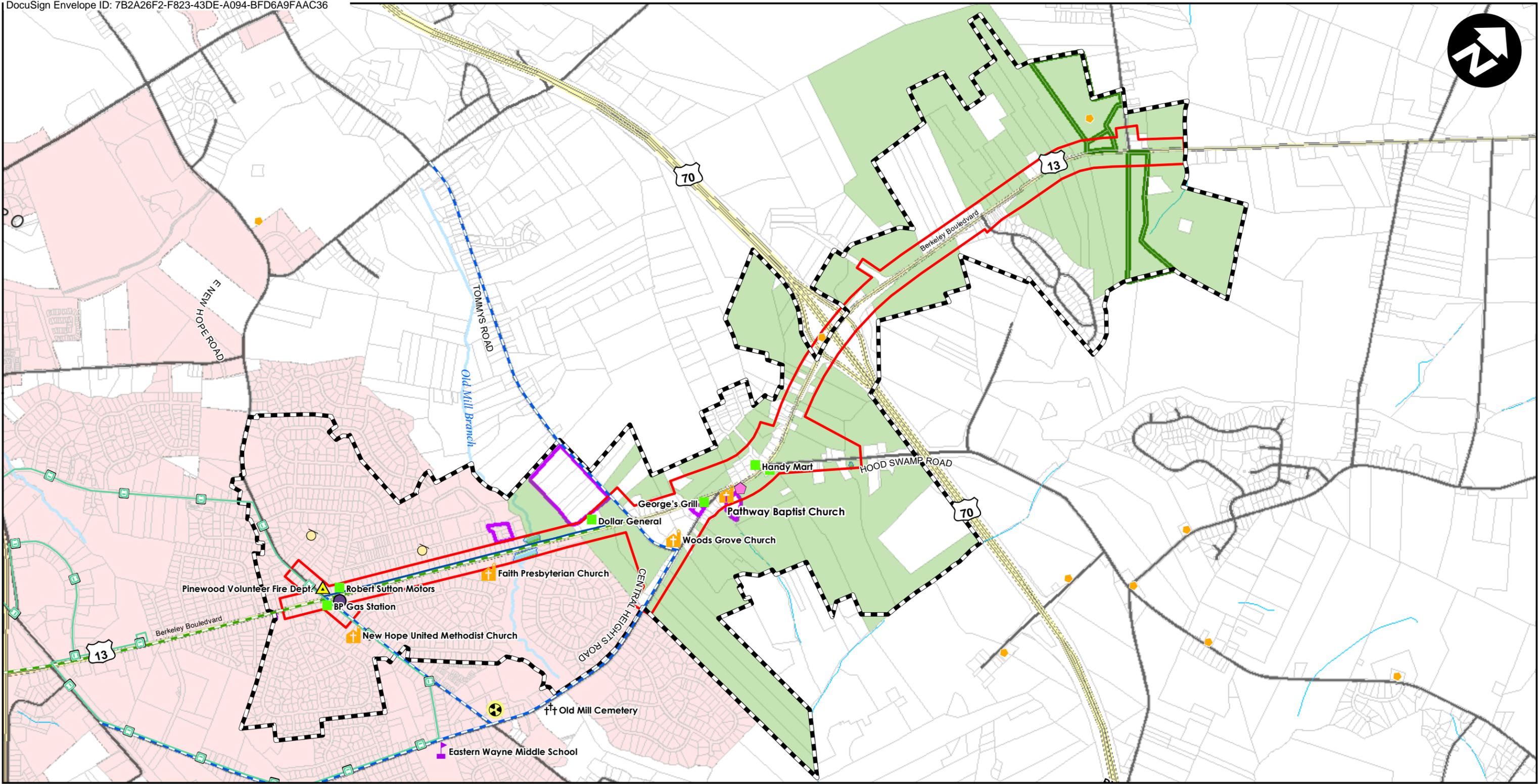
Client/Project:  
 NCDOT - Division 4  
 US 13 (Berkeley Boulevard) Widening  
 TIP U-3609B

Figure No.

**A-3**

Title

**Jurisdictional Features Map**



**Notes**  
 1. Coordinate System: NAD 1983 StatePlane North Carolina FIPS 3200 Feet  
 2. Basemap Sources: Esri, DigitalGlobe, GeoEye, I-cubed, USDA FSA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community  
 3. The following databases were checked and no environmental features are located within the project vicinity:  
 - NCDEQ - Brownfields, Landfills, Manufactured Gas Plants, Federal Remediation Branch Site, Pre-Regulatory Landfill Sites, Inactive Hazards  
 - NCDOT Mitigation Sites  
 - WRC Gamelands  
 - Wild and Scenic Rivers

- Direct Community Impact Area
  - Project Study Area
  - Goldsboro Municipality Boundary
  - Tax Parcel Boundaries
  - Low Income Housing
  - Active Agriculture
  - Voluntary Agricultural District
  - Wetlands
  - Streams
  - GATEWAY Transit Route
  - Paved Shoulder
  - Wide Outside Lane
  - Sidewalk
  - Neighborhood Park
- Recommended Improvements**

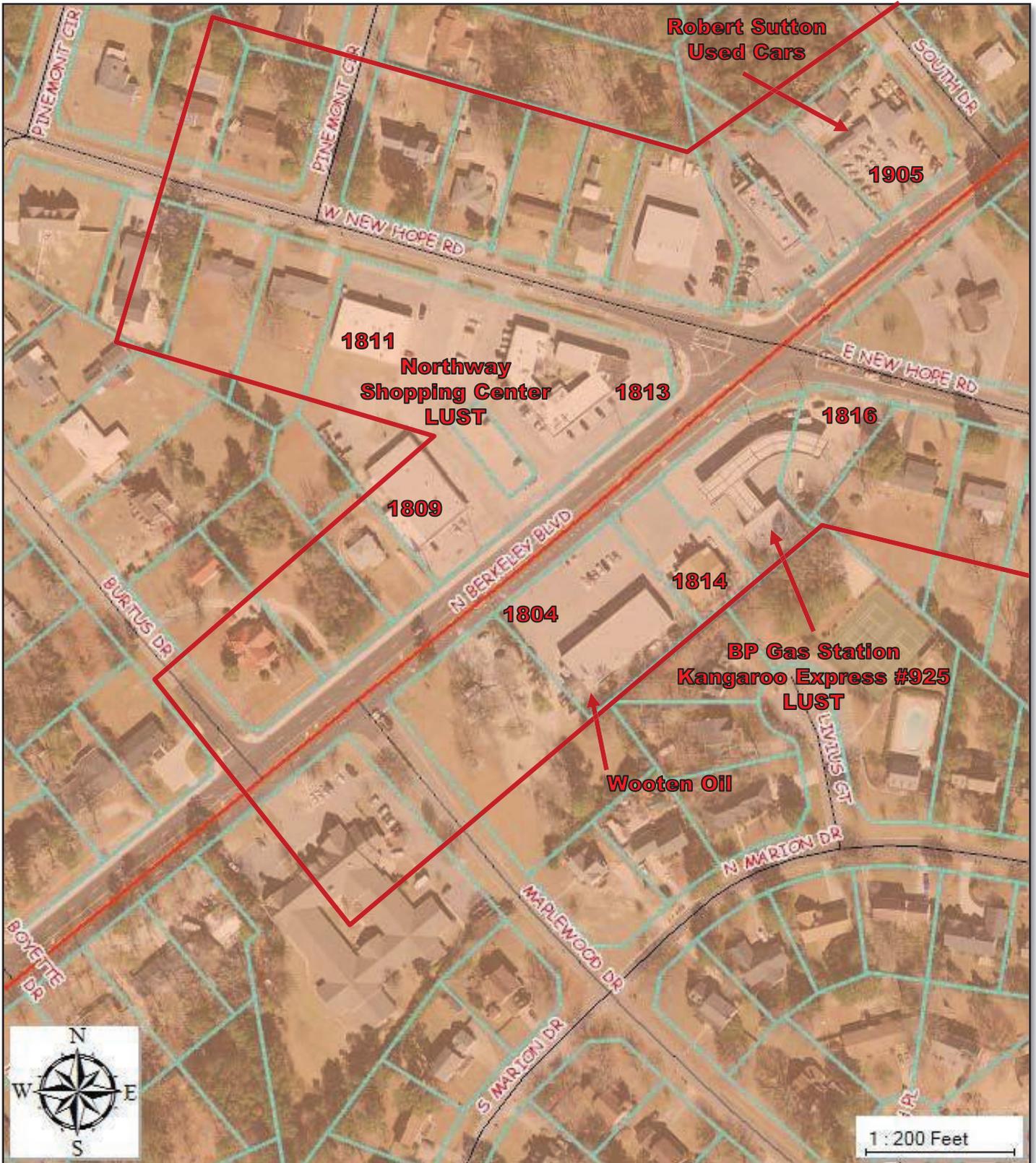
- Cemetery
- Church
- Fire Station
- School
- Substation
- Business
- NCHPO Surveyed Point
- Hazardous Material Site
- Regional Underground Storage Tank



Project Location: Wayne County  
 STIP PROJECT # U-3609B  
 US 13 (BERKELEY BLVD) IMPROVEMENTS  
 SR 1003 (NEW HOPE ROAD) TO  
 NORTH OF SR 1705 (HOOD SWAMP ROAD)  
 Figure No. A-4

Community Features Map

# NCDOT U-3609B US 13 (Berkeley Boulevard) Phase I Environmental Site Assessment Site Observation Map-1



Project No.: G18011  
Date: August 2017  
Source: Wayne County GIS

Study Area: ———  
Parcel lines: ———  
**RECs are in Red**

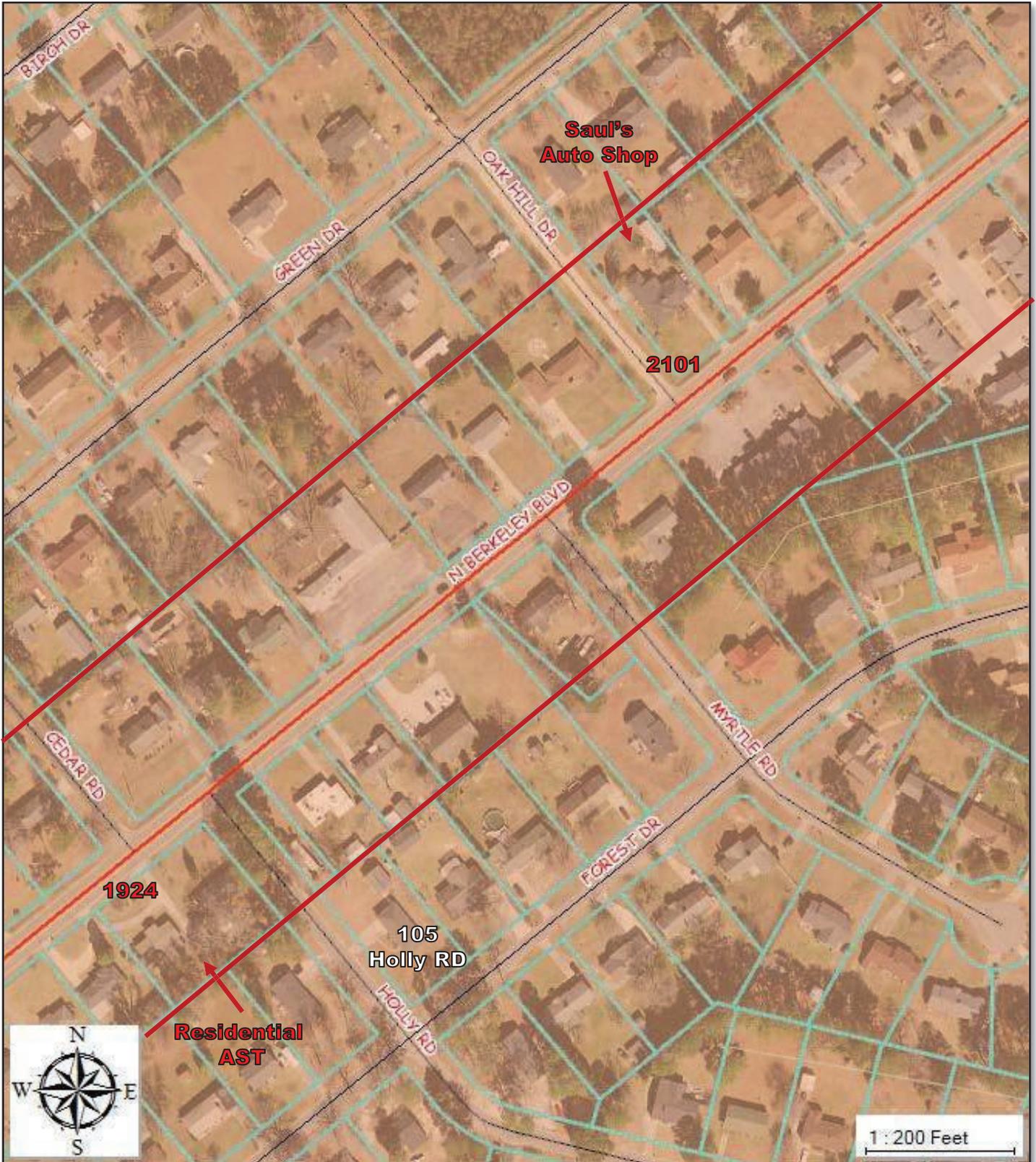
# NCDOT U-3609B US 13 (Berkeley Boulevard) Phase I Environmental Site Assessment Site Observation Map-2



Project No.: G18011  
Date: August 2017  
Source: Wayne County GIS

Study Area:   
Parcel lines:   
**RECs are in Red**

# NCDOT U-3609B US 13 (Berkeley Boulevard) Phase I Environmental Site Assessment Site Observation Map-3



Project No.: G18011  
Date: August 2017  
Source: Wayne County GIS

Study Area: —  
Parcel lines: —  
**RECs are in Red**

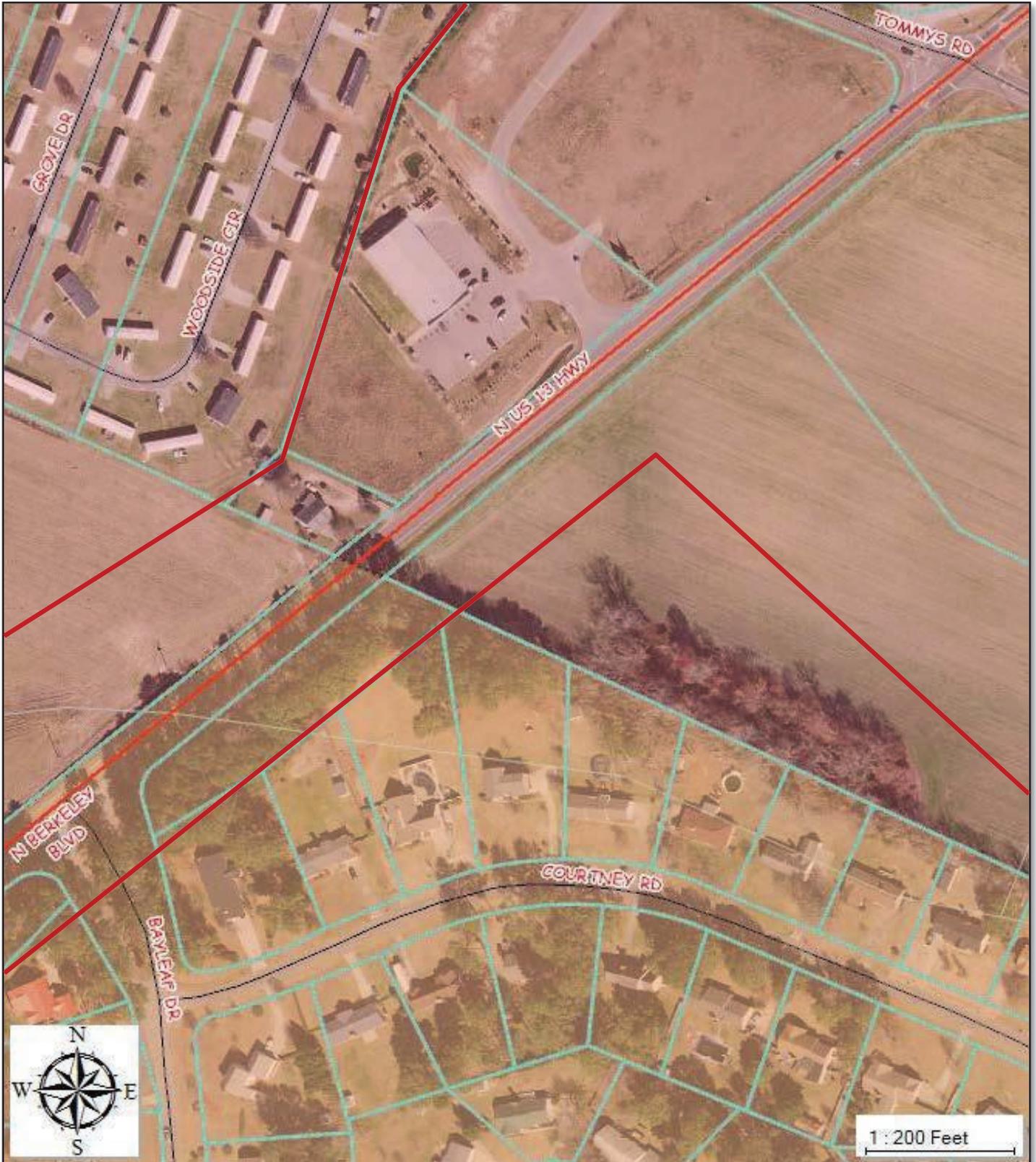
# NCDOT U-3609B US 13 (Berkeley Boulevard) Phase I Environmental Site Assessment Site Observation Map-4



Project No.: G18011  
Date: August 2017  
Source: Wayne County GIS

Study Area:   
Parcel lines:   
**RECs are in Red**

# NCDOT U-3609B US 13 (Berkeley Boulevard) Phase I Environmental Site Assessment Site Observation Map-5



Project No.: G18011  
Date: August 2017  
Source: Wayne County GIS

Study Area: —  
Parcel lines: —  
**RECs are in Red**

# NCDOT U-3609B US 13 (Berkeley Boulevard) Phase I Environmental Site Assessment Site Observation Map-6



Project No.: G18011  
Date: August 2017  
Source: Wayne County GIS

Study Area: —  
Parcel lines: —  
**RECs are in Red**

# NCDOT U-3609B US 13 (Berkeley Boulevard) Phase I Environmental Site Assessment Site Observation Map-7



Project No.: G18011  
Date: August 2017  
Source: Wayne County GIS

Study Area: —  
Parcel lines: —  
**RECs are in Red**

# NCDOT U-3609B US 13 (Berkeley Boulevard) Phase I Environmental Site Assessment Site Observation Map-8



Project No.: G18011  
Date: August 2017  
Source: Wayne County GIS

Study Area: —  
Parcel lines: —  
**RECs are in Red**

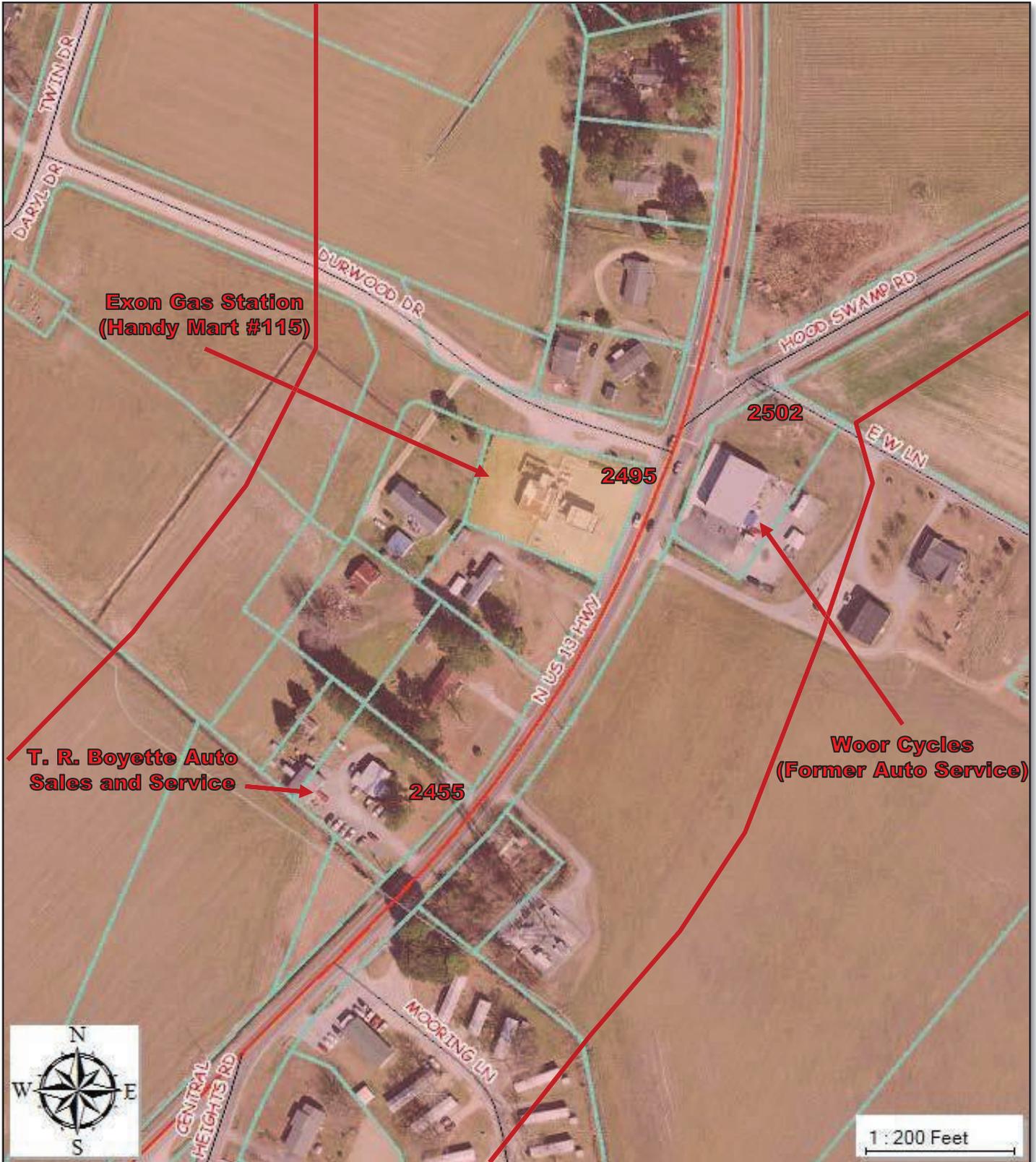
# NCDOT U-3609B US 13 (Berkeley Boulevard) Phase I Environmental Site Assessment Site Observation Map-9



Project No.: G18011  
Date: August 2017  
Source: Wayne County GIS

Study Area: —  
Parcel lines: —  
**RECs are in Red**

# NCDOT U-3609B US 13 (Berkeley Boulevard) Phase I Environmental Site Assessment Site Observation Map-10



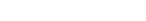
Project No.: G18011  
Date: August 2017  
Source: Wayne County GIS

Study Area: —  
Parcel lines: —  
**RECs are in Red**

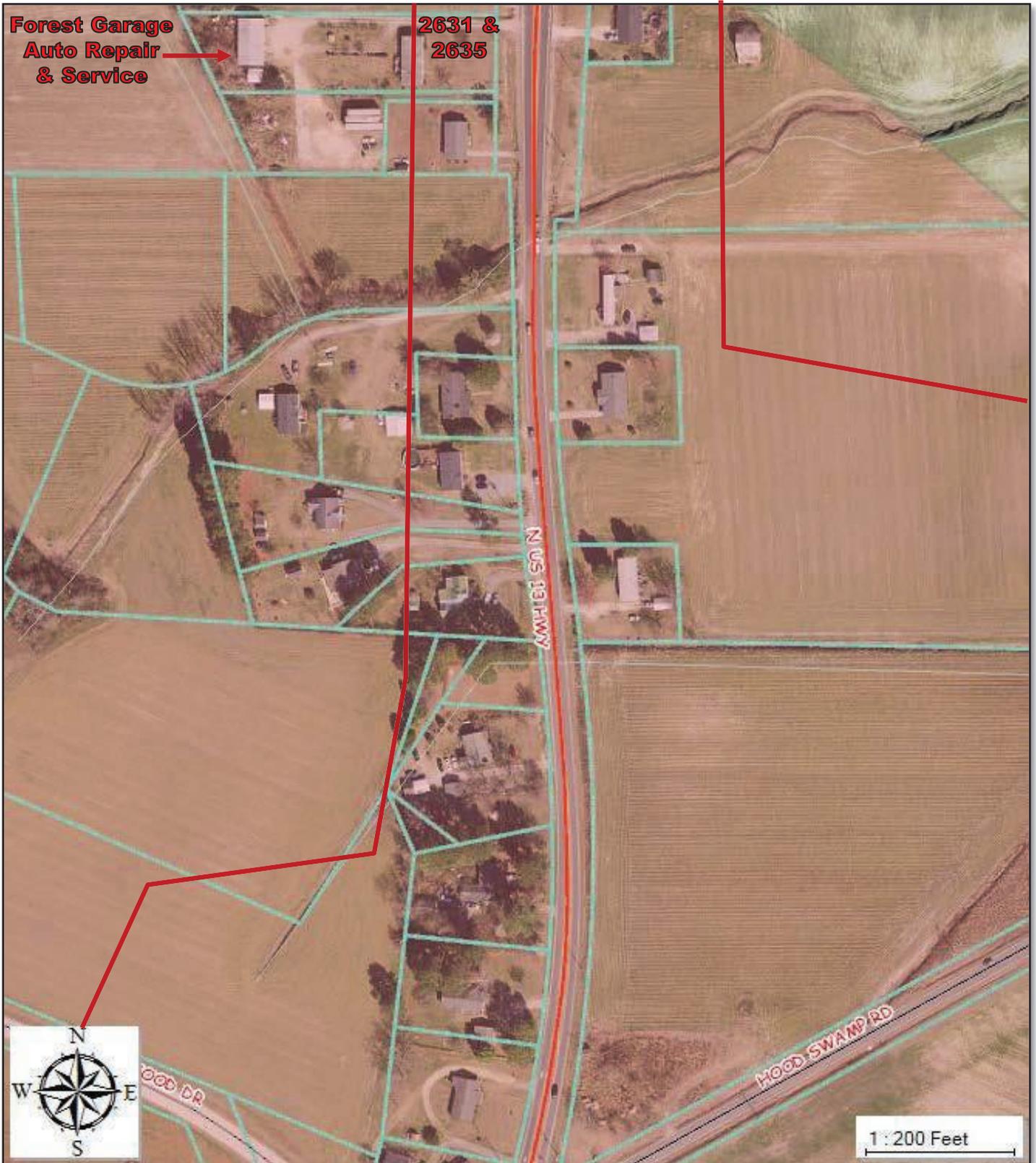
# NCDOT U-3609B US 13 (Berkeley Boulevard) Phase I Environmental Site Assessment Site Observation Map-11



Project No.: G18011  
Date: August 2017  
Source: Wayne County GIS

Study Area:   
Parcel lines:   
**RECs are in Red**

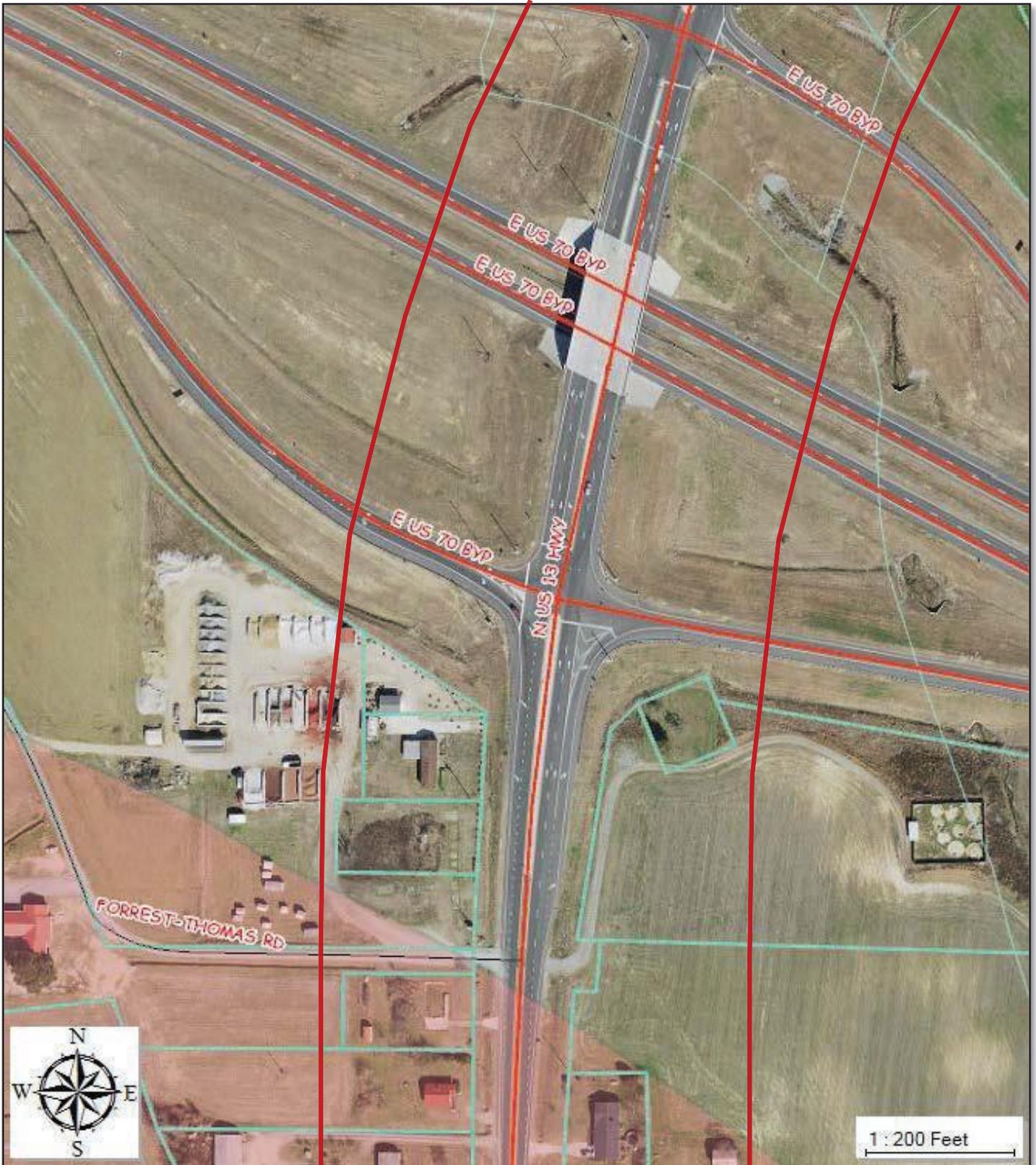
# NCDOT U-3609B US 13 (Berkeley Boulevard) Phase I Environmental Site Assessment Site Observation Map-12



Project No.: G18011  
Date: August 2017  
Source: Wayne County GIS

Study Area: ————  
Parcel lines: ————  
**RECs are in Red**

# NCDOT U-3609B US 13 (Berkeley Boulevard) Phase I Environmental Site Assessment Site Observation Map-13



Project No.: G18011  
Date: August 2017  
Source: Wayne County GIS

Study Area:   
Parcel lines:   
**RECs are in Red**

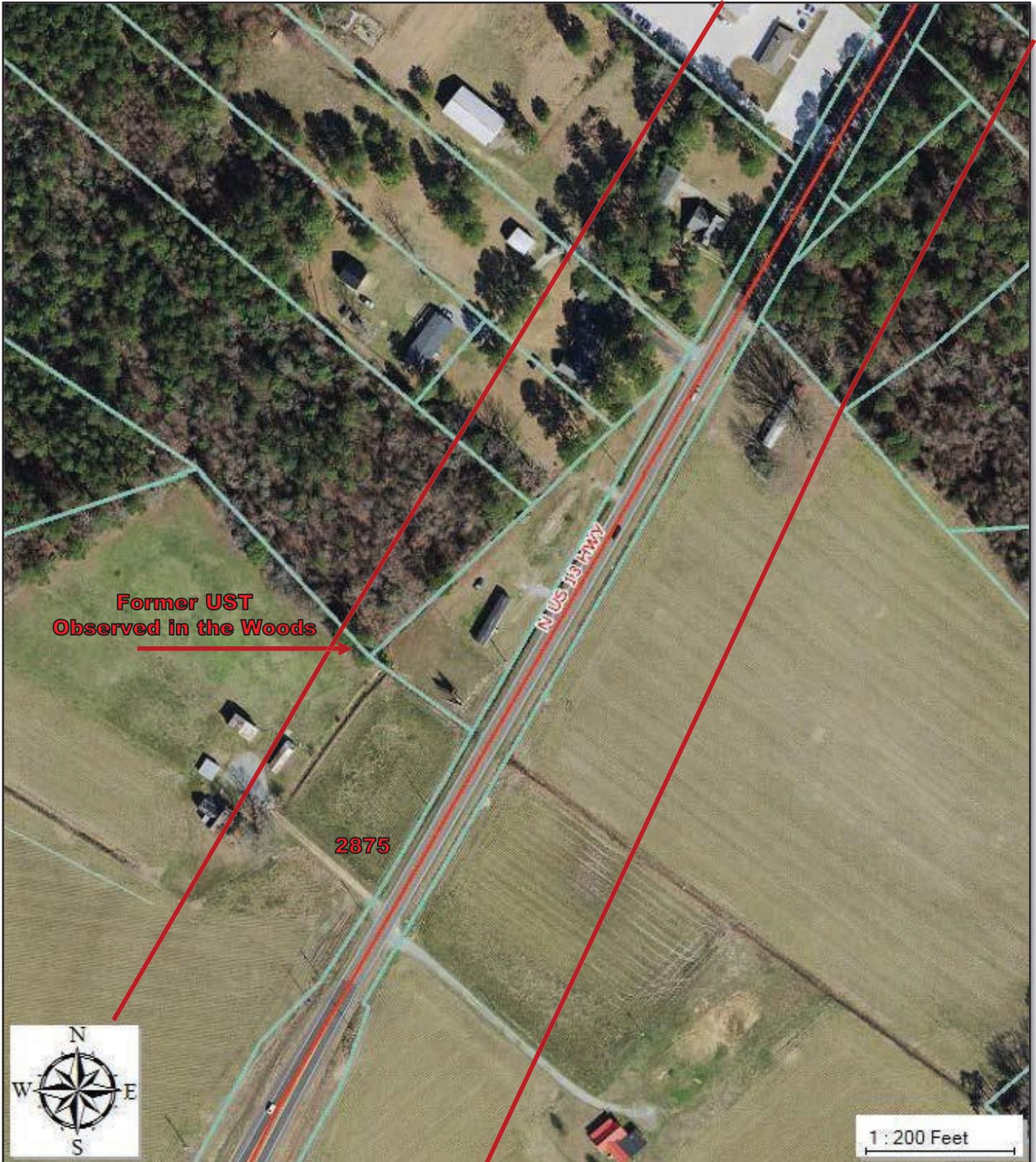
# NCDOT U-3609B US 13 (Berkeley Boulevard) Phase I Environmental Site Assessment Site Observation Map-14



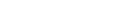
Project No.: G18011  
Date: August 2017  
Source: Wayne County GIS

Study Area: —  
Parcel lines: —  
**RECs are in Red**

# NCDOT U-3609B US 13 (Berkeley Boulevard) Phase I Environmental Site Assessment Site Observation Map-15



Project No.: G18011  
Date: August 2017  
Source: Wayne County GIS

Study Area:   
Parcel lines:   
**RECs are in Red**

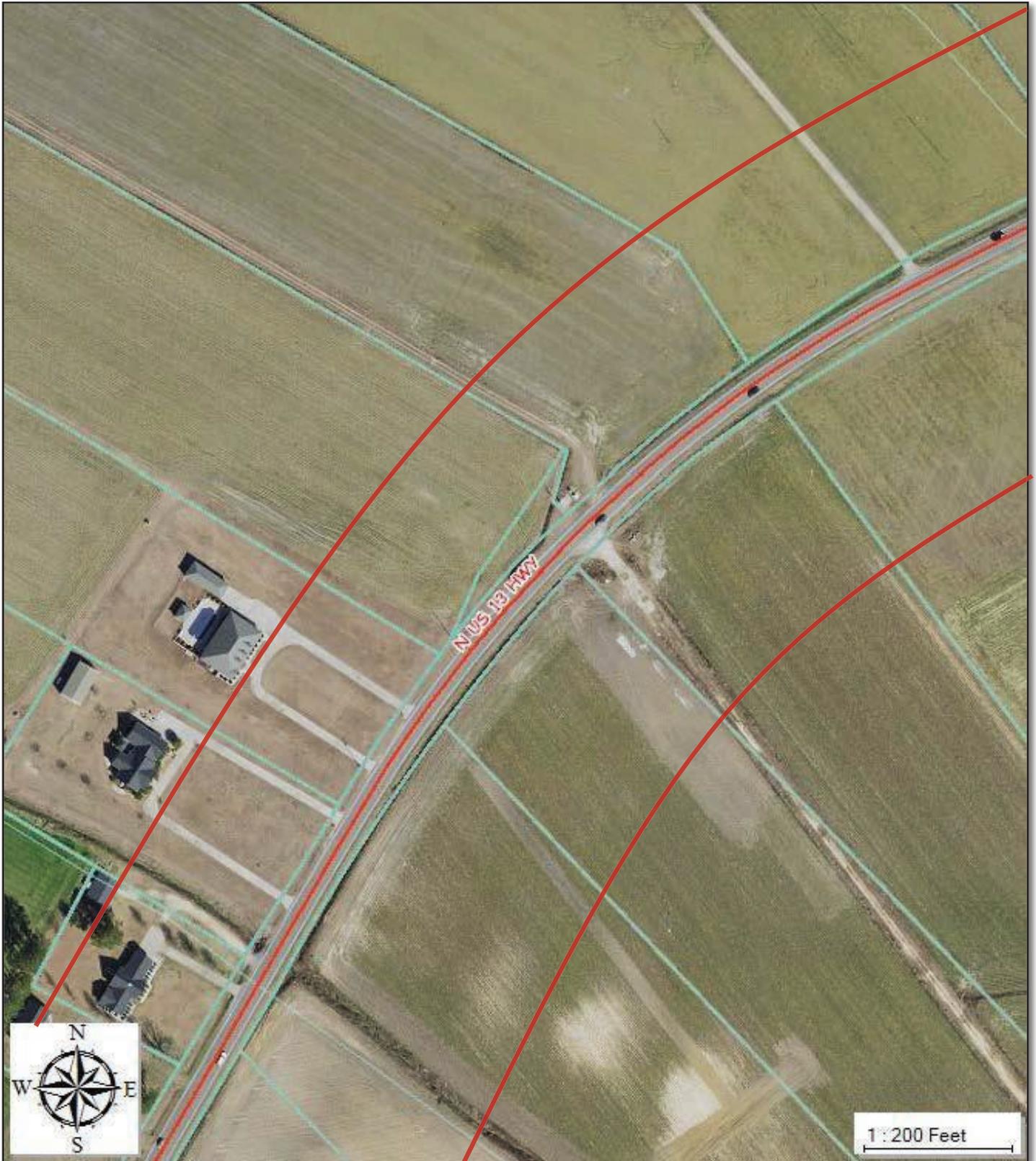
# NCDOT U-3609B US 13 (Berkeley Boulevard) Phase I Environmental Site Assessment Site Observation Map-16



Project No.: G18011  
Date: August 2017  
Source: Wayne County GIS

Study Area:   
Parcel lines:   
**RECs are in Red**

# NCDOT U-3609B US 13 (Berkeley Boulevard) Phase I Environmental Site Assessment Site Observation Map-17



Project No.: G18011  
Date: August 2017  
Source: Wayne County GIS

Study Area:   
Parcel lines:   
**RECs are in Red**

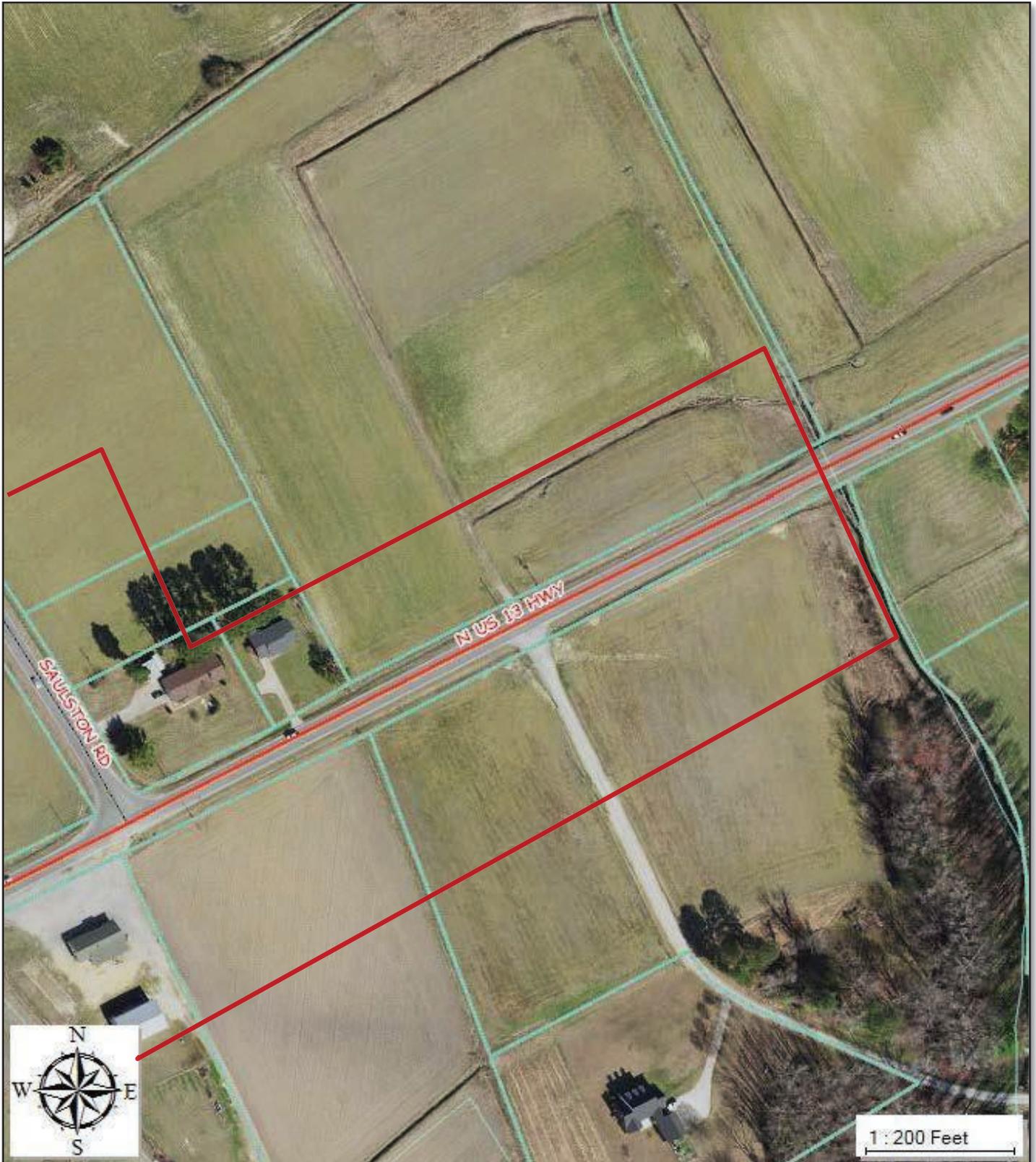
# NCDOT U-3609B US 13 (Berkeley Boulevard) Phase I Environmental Site Assessment Site Observation Map-18



Project No.: G18011  
Date: August 2017  
Source: Wayne County GIS

Study Area:   
Parcel lines:   
**RECs are In Red**

# NCDOT U-3609B US 13 (Berkeley Boulevard) Phase I Environmental Site Assessment Site Observation Map-19



Project No.: G18011  
Date: August 2017  
Source: Wayne County GIS

Study Area: —  
Parcel lines: —  
**RECs are in Red**

# APPENDIX B

---

18-02-0035



## HISTORIC ARCHITECTURE AND LANDSCAPES

**\*\*SURVEY REQUIRED FORM\*\***

**This form supercedes that dated 23 May 2018**

This form only pertains to Historic Architecture and Landscapes for this project. It is not valid for Archaeological Resources. You must consult separately with the Archaeology Group.

### PROJECT INFORMATION

<b>Project No:</b>	U-3609B	<b>County:</b>	Wayne
<b>WBS No.:</b>	39026.1.1	<b>Document Type:</b>	
<b>Fed. Aid No:</b>		<b>Funding:</b>	X State    Federal
<b>Federal Permit(s):</b>	X Yes    No	<b>Permit Type(s):</b>	USACE
<b>Project Description:</b> Widen US 13 (Berkeley Boulevard) from SR 1003 (New Hope Road) to SR 1572 (Saulston Road) in Goldsboro (no off-site detour specified in review request). <b>Study area additions received April 2019 (no additional resources of concern).</b>			

### SUMMARY OF HISTORIC ARCHITECTURE AND LANDSCAPES REVIEW

**Description of review activities, results, and conclusions:** HPOWeb reviewed on 22 March 2018 and 20 May 2019 and yielded three SS and no NR, SL, DE, or LD properties in the Area of Potential Effects (APE). Wayne County current GIS mapping, aerial photography, and tax information indicated a mostly developed APE with predominantly residential resources dating from the early 1900s to the 2000s (viewed 22 March 2018 and 20 May 2019). The APE equates with the study area provided in the review request and includes added areas provided NCDOT—Historic Architecture in April 2019 (see attached map). Most of the pre-1970 resources are unexceptional, often altered, examples of their types. Two of the three previously recorded properties, the Cora Smith House (WY0134) and a farm (WY0323), no longer exist. Two properties require additional investigation and assessment for National Register eligibility (see attached maps for locations): the Anderson House (WY0324) (#3191 N. US 13 Hwy., PIN: 3631125128) and the house and barn at #1801 N. Berkeley Boulevard (PIN: 3529171747).

It should be noted that two cemeteries are present in the study area. Neither appears to be individually NR-eligible, but both should be afforded the appropriate protections during construction: the cemetery associated with the Woods Grove Pentecostal Baptist Church (#4009 Central Heights Road, PIN: 3620713955) and the cemetery located on the east side of US 13, just south of the US 70 Bypass interchange (PIN: 3620866129). North Carolina highway historical marker F-38, "Torhunta," was placed at the intersection of US 13 and SR 1572 (Saulston Road) in 1961, but now appears to be missing.

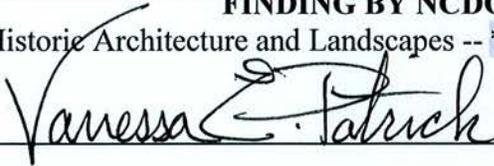
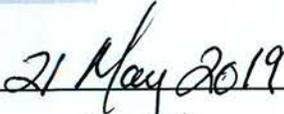
Comprehensive architectural surveys of Wayne County (1995-7), as well as later investigations recorded the above noted resources in the APE. County GIS/tax materials and other visuals illustrate the location and placement of the resources in relation to the proposed construction (viewed 22 March 2018 and 20 May 2019). The project will be reviewed for compliance with both GS 121-12(a) and Section 106.

**SUPPORT DOCUMENTATION**

X Map(s)     Previous Survey Info.     Photos     Correspondence     Design Plans

**FINDING BY NCDOT ARCHITECTURAL HISTORIAN**

Historic Architecture and Landscapes -- **\*\*SURVEY REQUIRED\*\***

---

NCDOT Architectural Historian Date

*We can complete this investigation using one of the Historic Architecture Team's on-call firms or if Division would like to manage and complete the work they can use an NCDOT-prequalified architectural historian under contract with one of Division's on-call firms. Historic Architecture will provide a scope of work for the Division to use, but we do need to know within seven days which path the Division plans to follow. All work products produced by the Division's consultant must be submitted to the Historic Architecture Team for review, acceptance, and submittal to the State Historic Preservation Office as per the Programmatic Agreement.*

U-3609B, Wayne County  
 May 2018/May 2019  
 Tracking No. 18-02-0035  
 Page 2 of 2

**Historic Structures Survey Report for  
T.I.P. No. U-3609B, Widening US 13  
(Berkeley Boulevard) from SR 1003  
(New Hope Road) to SR 1572  
(Saulston Road) in the City of  
Goldsboro, Wayne County, North  
Carolina**

WBS# 39026.1.1  
PA# 18-02-0035



Prepared for:

North Carolina Department of  
Transportation  
Environmental Analysis Unit  
1598 Mail Service Center  
Raleigh, NC 27699-1598

Prepared by:

Sandra DeChard  
Senior Architectural Historian

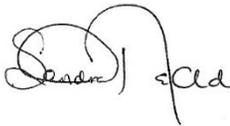
and

Ellen Brady  
Senior Principal Investigator

Stantec Consulting Services Inc.  
1011 Boulder Springs Drive, Suite 225  
Richmond, VA 23325  
(804) 267-3474

May 31, 2019

This document entitled *Historic Structures Survey Report for T.I.P. No. U-3609B, Widening US 13 (Berkeley Boulevard) from SR 1003 (New Hope Road) to SR 1572 (Saulston Road) in the City of Goldsboro, Wayne County, North Carolina* was prepared by Stantec Consulting Services Inc. ("Stantec") for the account of North Carolina Department of Transportation (the "Client"). Any reliance on this document by any third party is strictly prohibited. The material in it reflects Stantec's professional judgment in light of the scope, schedule and other limitations stated in the document and in the contract between Stantec and the Client. The opinions in the document are based on conditions and information existing at the time the document was published and do not take into account any subsequent changes. Any use which a third party makes of this document is the responsibility of such third party. Such third party agrees that Stantec shall not be responsible for costs or damages of any kind, if any, suffered by it or any other third party as a result of decisions made or actions taken based on this document.



Prepared by \_\_\_\_\_  
(signature)

**Sandra DeChard**



Reviewed by \_\_\_\_\_  
(signature)

**Ellen Brady**

Approved by Steve Smallwood  
(signature)

**Steve Smallwood**

Approved by \_\_\_\_\_  
(signature)

**Mary Pope Furr, Supervisor, Historic Architecture Team, NCDOT**

## Management Summary

The North Carolina Department of Transportation (NCDOT) is proposing to widen US 13 (Berkeley Boulevard) from SR 1003 (New Hope Road) to SR 1572 (Saulston Road) in the City of Goldsboro, Wayne County, North Carolina. The project is subject to review under the Section 106 Programmatic Agreement for Minor Transportation Projects (NCDOT/NCHPO/FHWA/USFS 2015). An NCDOT architectural historian defined an Area of Potential Effects (APE) and conducted a site visit to identify and assess all resources approximately 50 years of age or more within the APE. Only two resources warranted an intensive National Register of Historic Places (NRHP) evaluation, and they are the subjects of this report. NCDOT architectural historians determined that all other properties and districts are not worthy of further study and evaluation due to lack of historical significance and/or integrity. NCDOT requested Stantec Consulting Services Inc. (Stantec) to conduct National Register eligibility evaluations for the two resources within the APE: the Anderson House (WY0324), located at 3191 N. US 13 Highway, and the Best House and Store (WY0984) located at 1801 N. Berkeley Boulevard. The Anderson House (WY0324) has been previously recorded, but not evaluated.

The evaluation of each property, at an intensive level, utilized established NRHP criteria to determine each resource's eligibility for listing. The Anderson House (WY0324) and the Best House and Store (WY0984), based on the fieldwork and subsequent research and evaluation, are both recommended as not individually eligible for listing in the NRHP under Criterion A, B, C, or D.

Resource Name	HPO Survey #	Location	PIN	Date(s) of Construction	Recommendation
The Anderson House	WY0324	3191 N. US 13 Highway	3631225128	c. 1870	Not Eligible
Best House and Store	WY0984	1801 N. Berkeley Boulevard	3529171747	c. 1926; Addition c. 1959	Not Eligible

18-02-0035



## HISTORIC ARCHITECTURE AND LANDSCAPES NO HISTORIC PROPERTIES PRESENT OR AFFECTED FORM

This form only pertains to Historic Architecture and Landscapes for this project. It is not valid for Archaeological Resources. You must consult separately with the Archaeology Group.

### PROJECT INFORMATION

<b>Project No.:</b>	U-3609B	<b>County:</b>	Wayne
<b>WBS No.:</b>	39026.1.1	<b>Document Type:</b>	
<b>Fed. Aid No.:</b>		<b>Funding:</b>	X State    Federal
<b>Federal Permit(s):</b>	X Yes    No	<b>Permit Type(s):</b>	USACE
<b>Project Description:</b> Widen US 13 (Berkeley Boulevard) from SR 1003 (New Hope Road) to SR 1572 (Saulston Road) in Goldsboro (no off-site detour specified in review request).			

### SUMMARY OF HISTORIC ARCHITECTURE AND LANDSCAPES REVIEW

- There are no National Register-listed or Study Listed properties within the project's area of potential effects.
- There are no properties less than fifty years old which are considered to meet Criteria Consideration G within the project's area of potential effects.
- There are no properties within the project's area of potential effects.
- There are properties over fifty years old within the area of potential effects, but they do not meet the criteria for listing on the National Register.
- There are no historic properties present or affected by this project. (Attach any notes or documents as needed.)

**Description of review activities, results, and conclusions.** HPOWeb reviewed on 22 March 2018 and 20 May 2019 (expanded study limits) and yielded three SS and no NR, SL, DE, or LD properties in the Area of Potential Effects (APE). Wayne County current GIS mapping, aerial photography, and tax information indicated a mostly developed APE with predominantly residential resources dating from the early 1900s to the 2000s (viewed 22 March 2018 and 20 May 2019). The APE equates with the study area provided in the review request and includes added areas provided NCDOT—Historic Architecture in April 2019 (see attached map). Most of the pre-1970 resources are unexceptional, often altered, examples of their types. Two of the three previously recorded properties, the Cora Smith House (WY0134) and a farm (WY0323), no longer exist. Two properties required additional investigation and assessment for National Register eligibility (see attached maps for locations): the Anderson House (WY0324) (#3191 N. US 13 Highway, PIN: 3631125128) and the Best House and Store (now recorded as WY0984) (#1801 N. Berkeley Boulevard, PIN: 3529171747). It should be noted that two cemeteries are present in the study area. Neither appears to be individually NR-eligible, but both should be afforded the appropriate protections during construction: the cemetery associated with the Woods Grove Pentecostal Baptist Church (#4009 Central Heights Road, PIN: 3620713955) and the cemetery located on the east side of US 13, just south of the US 70 Bypass interchange

(PIN: 3620866129). North Carolina highway historical marker F-38, "Torhunta," was placed at the intersection of US 13 and SR 1572 (Saulston Road) in 1961, but now appears to be missing.

Comprehensive architectural surveys of Wayne County (1995-7), as well as later investigations recorded the above noted resources in the APE. County GIS/tax materials and other visuals illustrate the location and placement of the resources in relation to the proposed construction (viewed 22 March 2018 and 20 May 2019), which indicated the need for field investigation and NR eligibility evaluation of the Anderson House (WY0324) and the Best House and Store (WY0984). The project is reviewed under both GS 121-12(a) and Section 106.

Stantec Consulting Services, Inc. carried out the investigation and evaluation of the two properties in question under the supervision of NCDOT-Historic Architecture and presented findings in a May 2019 technical report. NCDOT established that both properties do not meet any criteria for inclusion in the National Register of Historic Places. The North Carolina Historic Preservation Office (NCHPO) has reviewed the report and agreed with the eligibility recommendations (see attached memo). There are no National Register-listed or -eligible resources in the APE. Thus, a finding of "no historic properties affected" will satisfy both GS 121-12(a) and Section 106 compliance requirements.

**Should the design of the project change, please notify NCDOT Historic Architecture as additional review may be necessary.**

**SUPPORT DOCUMENTATION**

X Map(s) Previous Survey Info.  Photos X Correspondence  Design Plans

Technical report, photographs, GIS data on file at NCDOT Historic Architecture and NCHPO; see also <https://connect.ncdot.gov>.

**FINDING BY NCDOT ARCHITECTURAL HISTORIAN**

Historic Architecture and Landscapes – NO HISTORIC PROPERTIES PRESENT OR AFFECTED

Vanessa C. Patrick 16 July 2019  
NCDOT Architectural Historian Date

U-3609B, Wayne County  
WBS No. 39026.1.1  
Tracking No. 18-02-0035



**ARCHAEOLOGICAL SURVEY REQUIRED FORM**  
 This form only pertains to ARCHAEOLOGICAL RESOURCES for this project. It is not valid for Historic Architecture and Landscapes. You must consult separately with the Historic Architecture and Landscapes Group.



### PROJECT INFORMATION

Project No: **U-3609B** County: **Wayne**  
 WBS No: **39026.1.2** Document: **MCC**  
 F.A. No: **na** Funding:  State  Federal  
 Federal Permit Required?  Yes  No Permit Type: **NWP**

**Project Description:** The North Carolina Department of Transportation (NCDOT) intends to widen US 13, Berkeley Boulevard, from SR 1003, New Hope Road, to SR 1572, Saulston Road, in Goldsboro. A general study area was submitted along with the Request for Archaeological Review. This study area includes a 400-foot wide buffer along US 13 and portions of several intersecting roads; study areas for proposed changes to the intersections with SR 1705 and SR 1709 are larger than this. The entire proposed study area encompasses an estimated 249.8 acres (nearly 101.1 hectares). For the purposes of this review, this study area will be considered to be the archaeological area of potential effects (APE).

### SUMMARY OF ARCHAEOLOGICAL RESOURCES REVIEW: *SURVEY REQUIRED*

***Brief description of review activities, results of review, and conclusions:***

The initial review of the site maps and files archived at the North Carolina Office of State Archaeology (OSA) was conducted on March 27, 2018. No previously identified archaeological sites have been recorded within the proposed study area. But, several sites have been identified in connection to the archaeological sample survey for the US 70 Bypass of Goldsboro (Lautzenheiser et al. 1993). Ninety-four archaeological sites were investigated through this sample survey representing the full temporal range of human occupation in the region (Lautzenheiser et al. 12.1-12.7). Within .5-mile of the current APE, a cluster of archaeological sites, 31WY399-31WY404, were recorded; although, only site 31WY399, the Smith Homestead, an early nineteenth-century site adjacent a known cemetery, was considered to possibly be eligible for the National Register of Historic Places (Lautzenheiser et al 1993: 9.37-9.41).

An examination of the data presented on the North Carolina State Historic Preservation Office HPOWEB GIS Service (<http://gis.ncdcr.gov/hpoweb/>) reveals a few recorded historic property locations within .5-mile of the proposed project including: the Cora Smith House (WY0134); the Anderson House (WY0324); and the former location of a historic farm (WY0323). Several (n=6) cemeteries are depicted on USGS mapping associated with the proposed APE within this same radius; two of these cemeteries, including the Woods Grove Pentecostal Baptist Church Cemetery) fall within the APE.

An examination of soils in Wayne County presented on the National Resources Conservation Service Web Soil Survey (<http://websoilsurvey.nrcs.usda.gov/app/WebSoilSurvey.aspx>) indicates that the following soil types fall within the delineated APE: Aycock very fine sandy loam, 0 to 2 percent slopes (AyA); Aycock very fine sandy loam, 2 to 6 percent slopes, eroded (AyB2); Barclay very fine sandy loam (Ba); Bibb sandy loam (Bb); Dragston loamy sand (Dr); Exum very fine sandy loam (Ex); Goldsboro loamy sandy, 0 to 2 percent slopes, Southern Coastal Plain (GoA); Johnston loam (Js); Kenansville loamy sand (Ke); Leaf loam (Le); Lynchburg sandy loam, 0 to 2 percent slopes (Ly); Myatt very fine sandy loam (My); Nahunta very fine sandy loam (Na); Nixonton very fine sandy loam (Na); Norfolk loamy sand, 0 to 2 percent slopes (NoA); Norfolk

loamy sand, 6 to 10 percent slopes (NoC); Norfolk sandy loam, 2 to 6 percent slopes, eroded (NrB2); Rains sandy loam, 0 to 2 percent slopes (Ra); Rimini sand (Rm); Troup sand (Tr); Weston loamy sand [Woodington] (We).

Undoubtedly large portions of the proposed study area will be ill-suited to retaining intact archaeologically significant sites, particularly in the southern portions of the APE, where modern landscape development is more heavily concentrated. A review of the archaeological survey sample results for the US 70 Bypass with regards to soil type distributions and archaeological site locations (Lautzenheiser et al. 1993: 11.4-11.5) provides some perspective on the potentials for the current study area. Prehistoric sites were identified in areas containing Norfolk, Lynchburg, Goldsboro, Kalmia, Wickham, Wagram, Bibb, Aycock, and Troup soil types. In the current APE, Norfolk, Lynchburg, Goldsboro, Bibb, Aycock, and Troup soils account for approximately 119.3 acres of the project area (nearly 48% of the study area). Historic sites were also found in Nahunta, Johnston, Kenansville, and Barclay soils. In the current APE this would add 56.7 acres or more than 70% of the proposed APE. Obviously, other factors would influence the actual probability for intact archaeological deposits, but this quick look demonstrates the potentials for the area proposed by Lautzenheiser et al. An archaeological survey, including intensive subsurface investigations is recommended for the project as it is currently proposed.

References Cited:

Lautzenheiser, L., J. M. Eastman, and I. R. Daniel  
1993 *Archaeological Sample Survey of the Proposed New US 70 Bypass of Goldboro, Wayne and Lenoir Counties, North Carolina*, R-2554. Ms. on file, Environmental Analysis Unit, North Carolina Department of Transportation, Raleigh.

**SUPPORT DOCUMENTATION**

See attached:  Map(s)  Previous Survey Info  Photos  Correspondence  
 Other: <http://websoilsurvey.nrcs.usda.gov/app/WebSoilSurvey.aspx>

**FINDING BY NCDOT ARCHAEOLOGIST – SURVEY REQUIRED**



March 27, 2018

NCDOT ARCHAEOLOGIST

Date

We can complete these investigations using one of the Archaeology Team's on-call firms or if Division 4 would like to manage and complete the survey they can use a NCDOT prequalified archaeologist under contract with one of Division 4's on-call firms. We can provide a scope of work for the Division 4 to use, **but we do need to know within seven days** which path the Division 4 plans to follow. All products produced by the Division 4's consultant will need to be submitted to the Archaeology Team for review, acceptance, and submittal to the Office of State Archaeology as per the Programmatic Agreement. We would be happy to discuss this approach with you.



# APPENDIX C

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# EIS RELOCATION REPORT

**North Carolina Department of Transportation  
RELOCATION ASSISTANCE PROGRAM**

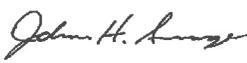
E.I.S.       CORRIDOR       DESIGN

<b>WBS ELEMENT:</b>	39026.1.2	<b>COUNTY</b>	Wayne	<b>Alternate</b>	1	of	1	<b>Alternate</b>
<b>T.I.P. No.:</b>	U-3609B							
<b>DESCRIPTION OF PROJECT:</b>	US 13 (Berkeley Blvd) from New Hope Rd to Saulston Rd							

ESTIMATED DISPLACED					INCOME LEVEL							
Type of Displacees	Owners	Tenants	Total	Minorities	0-15M	15-25M	25-35M	35-50M	50 UP			
Residential	6	3	9	0	0	0	2	3	4			
Businesses	2	0	2	0	VALUE OF DWELLING			DSS DWELLING AVAILABLE				
Farms	0	0	0	0	Owners		Tenants		For Sale      For Rent			
Non-Profit	0	0	0	0	0-20M	0	\$ 0-150	0	0-20M	0	\$ 0-150	0
					20-40M	0	150-250	0	20-40M	0	150-250	0
					40-70M	2	250-400	0	40-70M	36	250-400	0
					70-100M	2	400-600	3	70-100M	29	400-600	10
					100 UP	2	600 UP	0	100 UP	207	600 UP	34
					<b>TOTAL</b>	<b>6</b>		<b>3</b>		<b>272</b>		<b>44</b>

ANSWER ALL QUESTIONS		
Yes	No	Explain all "YES" answers.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	1. Will special relocation services be necessary?
<input type="checkbox"/>	<input checked="" type="checkbox"/>	2. Will schools or churches be affected by displacement?
<input checked="" type="checkbox"/>	<input type="checkbox"/>	3. Will business services still be available after project?
<input checked="" type="checkbox"/>	<input type="checkbox"/>	4. Will any business be displaced? If so, indicate size, type, estimated number of employees, minorities, etc.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	5. Will relocation cause a housing shortage?
6. Source for available housing (list).		
<input type="checkbox"/>	<input checked="" type="checkbox"/>	7. Will additional housing programs be needed?
<input checked="" type="checkbox"/>	<input type="checkbox"/>	8. Should Last Resort Housing be considered?
<input type="checkbox"/>	<input checked="" type="checkbox"/>	9. Are there large, disabled, elderly, etc. families?
<input type="checkbox"/>	<input checked="" type="checkbox"/>	10. Will public housing be needed for project?
<input checked="" type="checkbox"/>	<input type="checkbox"/>	11. Is public housing available?
<input checked="" type="checkbox"/>	<input type="checkbox"/>	12. Is it felt there will be adequate DSS housing housing available during relocation period?
<input type="checkbox"/>	<input checked="" type="checkbox"/>	13. Will there be a problem of housing within financial means?
<input checked="" type="checkbox"/>	<input type="checkbox"/>	14. Are suitable business sites available (list source).
15. Number months estimated to complete RELOCATION? <b>12-18</b>		

REMARKS (Respond by Number)			
3. There is an ample supply of unaffected businesses.			
4. See EIS Relocation Report Attached			
6. Local Realtors, MLS Service			
8. As required by law			
11. Public Housing (Wayne County)			
12. DSS housing will be made available or built if necessary			
14. Local Realtors, MLS Service			

 Right of Way Agent	6/3/2019 Date		 Relocation Coordinator	06/06/2019 Date
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# APPENDIX D

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**Public Meeting**  
**U.S. 13 (Berkeley Boulevard) Widening Project**  
**NCDOT Project No. U-3609B**

**February 26, 2019**

**NAME:**

Mr./Mrs./Ms./Mr. & Mrs.  
(Please choose one)

Mr. Mike Gurley

**MAILING ADDRESS:**

144 Vinson Rd Goldsboro NC 27534  
Street/Route City State Zip Code

**PHONE NUMBER/EMAIL:**

919-920-2117 m.gurley@nc.rr.com

**Do you understand the information and mapping as presented tonight?** I think so

**Do you have any general comments or concerns about the project as presented?**

I attend Woods Grove Church and serve on the board. We  
were concerned with how much land we might possibly lose.  
Also we think planned changes on Tommie's Road /  
Central Heights will probably make our Church property  
safer highway wise.

**Do you have questions or comments regarding access management elements?**

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Please leave this sheet with our project team or mail/email comments by March 12, 2019 to:**

Steve Smallwood, PE  
Stantec Consulting Services Inc.  
801 Jones Franklin Road, Suite 300  
Raleigh, N.C. 27606  
[steve.smallwood@stantec.com](mailto:steve.smallwood@stantec.com)

Addison Gainey, PE  
NCDOT Division 4  
PO Box 3165  
Wilson, NC 27895  
[nagainey@ncdot.gov](mailto:nagainey@ncdot.gov)



**Public Meeting**  
**U.S. 13 (Berkeley Boulevard) Widening Project**  
**NCDOT Project No. U-3609B**

*Wayne Memorial Drive project*

**February 26, 2019**

**NAME:**

Mr./Mrs./Ms./Mr. & Mrs.  
(Please choose one)

James Ward

**MAILING ADDRESS:**

516 Todd Dr Goldsboro NC 27534  
Street/Route City State Zip Code

**PHONE NUMBER/EMAIL:** justforyougoldsboro@nc.rr.com

**Do you understand the information and mapping as presented tonight?** yes

**Do you have any general comments or concerns about the project as presented?**

Wayne Memorial project (wm) - Please consider a bulb "U" turn on Wayne Memorial @ Wayne County Day road. North bound traffic on Wayne Memorial that needs to make "U" turn to go South on Wm at Wayne County Day Road does not have

**Do you have questions or comments regarding access management elements?**

adequate and safe room to make the "U" turn - some sort of "bulb" U-Turn space needed there

**Please leave this sheet with our project team or mail/email comments by March 12, 2019 to:**

Steve Smallwood, PE  
Stantec Consulting Services Inc.  
801 Jones Franklin Road, Suite 300  
Raleigh, N.C. 27606  
[steve.smallwood@stantec.com](mailto:steve.smallwood@stantec.com)

Addison Gainey, PE  
NCDOT Division 4  
PO Box 3165  
Wilson, NC 27895  
[nagainey@ncdot.gov](mailto:nagainey@ncdot.gov)



**Public Meeting**  
**U.S. 13 (Berkeley Boulevard) Widening Project**  
**NCDOT Project No. U-3609B**

**February 26, 2019**

**NAME:**

Mr./Mrs./Ms./Mr. & Mrs.  
(Please choose one)

OSBORNE G. PARKS

**MAILING ADDRESS:** 2953 US 13 NORTH GOLDSBORO, NC 27534  
Street/Route City State Zip Code

**PHONE NUMBER/EMAIL:** 919 - 778 - 3988

**Do you understand the information and mapping as presented tonight?** YES

**Do you have any general comments or concerns about the project as presented?**

ALONG WITH MY NEIGHBORS WE HAD ASSUMED THE WIDENING WOULD BE ON ONE SIDE OR THE OTHER - NOT SQUEEZED IN BETWEEN RESULTING IN MANY PEOPLE - ON BOTH SIDES BEING SO CLOSE TO THE ROAD THEIR "QUALITY OF LIFE" WILL BE GREATLY REDUCED. I STRONGLY FEEL THE WIDENING SHOULD

**Do you have questions or comments regarding access management elements?**

BE DONE ON ONE SIDE OR THE OTHER - NOT SQUEEZED IN THE MIDDLE

COMING HOME FROM GOLDSBORO, I'D HAVE TO GO PAST MY HOME, MAKE U TURN & COME BACK BUT THIS IS SMALL COMPARED TO ADDITIONAL NOISE

Please leave this sheet with our project team or mail/email comments by March 12, 2019 to:

Steve Smallwood, PE  
Stantec Consulting Services Inc.  
801 Jones Franklin Road, Suite 300  
Raleigh, N.C. 27606

Addison Gainey, PE  
NCDOT Division 4  
PO Box 3165  
Wilson, NC 27895

[steve.smallwood@stantec.com](mailto:steve.smallwood@stantec.com)

[nagainey@ncdot.gov](mailto:nagainey@ncdot.gov)

AND DANGER OF BEING SO CLOSE TO ROAD.



**Public Meeting**  
**U.S. 13 (Berkeley Boulevard) Widening Project**  
**NCDOT Project No. U-3609B**

**February 26, 2019**

**NAME:**

Mr./Mrs./Ms./Mr. & Mrs.  
(Please choose one)

Dr. + Mrs. Tom Harper

**MAILING ADDRESS:**

210 Bayleaf Dr. Goldsboro NC 27534  
Street/Route City State Zip Code

**PHONE NUMBER/EMAIL:**

919-920-3182

**Do you understand the information and mapping as presented tonight?**

yes

**Do you have any general comments or concerns about the project as presented?**

I don't like it. I don't like the median which forces me to go the wrong way before I can get to Goldsboro. Why can't you just make a 4 lane road?

**Do you have questions or comments regarding access management elements?**

maybe a roundabout at New Hope Rd though I hate them. I can't stand the thought of having to turn around like the ~~at~~ intersection at Wayne Memorial Drive at Wayne Pharmacy. I almost get hit everytime I have to turn there.

Please leave this sheet with our project team or mail/email comments by March 12, 2019 to:

Steve Smallwood, PE  
Stantec Consulting Services Inc.  
801 Jones Franklin Road, Suite 300  
Raleigh, N.C. 27606  
[steve.smallwood@stantec.com](mailto:steve.smallwood@stantec.com)

Addison Gainey, PE  
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**Public Meeting**  
**U.S. 13 (Berkeley Boulevard) Widening Project**  
**NCDOT Project No. U-3609B**

**February 26, 2019**

**NAME:**

Mr./Mrs./Ms/Mr. & Mrs.  
(Please choose one)

Donna May

**MAILING ADDRESS:**

1909 North Berkeley Blvd Goldensboro Nc 27534  
Street/Route City State Zip Code

**PHONE NUMBER/EMAIL:** 919-920-6822

**Do you understand the information and mapping as presented tonight?** Yes

**Do you have any general comments or concerns about the project as presented?**

Yes I need insurance that the ditches and the draining system. They need to be  
taken Caring of. I should not had a feet & half under my house during Matthew  
and half foot during Florence. Need ditches ad the draining system  
needs to be taking care of NOW.

**Do you have questions or comments regarding access management elements?**

I think the New Hope ~~Round~~ intersection should  
maybe be an Round about. so we that live on the  
left side of the Round that only can take a Right out of our  
drive can use the Round to go toward Snowhill. This way we don't have  
to go through Neighborhood. Kids can be safe.

Please leave this sheet with our project team or mail/email comments by March 12, 2019 to:

Steve Smallwood, PE  
Stantec Consulting Services Inc.  
801 Jones Franklin Road, Suite 300  
Raleigh, N.C. 27606  
[steve.smallwood@stantec.com](mailto:steve.smallwood@stantec.com)

Addison Gainey, PE  
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**Public Meeting**  
**U.S. 13 (Berkeley Boulevard) Widening Project**  
**NCDOT Project No. U-3609B**

**February 26, 2019**

**NAME:**

Mr./Mrs./Ms./Mr. & Mrs.  
(Please choose one)

Michael Briggs

**MAILING ADDRESS:**

103 Clayside Dr.  
Street/Route

Pikeville  
City

NC  
State

27863  
Zip Code

**PHONE NUMBER/EMAIL:**

704-622-2234 speedy21-1@hotmail.com

**Do you understand the information and mapping as presented tonight?** Yes

**Do you have any general comments or concerns about the project as presented?**

**Do you have questions or comments regarding access management elements?**

At the Saulston Rd. intersection heading NE, I suggest not to merge down to 1 lane before the start of the turning lane. Keep the second lane so it won't bog down traffic going straight and just add painted left turn symbols in the left lane.

**Please leave this sheet with our project team or mail/email comments by March 12, 2019 to:**

Steve Smallwood, PE  
Stantec Consulting Services Inc.  
801 Jones Franklin Road, Suite 300  
Raleigh, N.C. 27606  
[steve.smallwood@stantec.com](mailto:steve.smallwood@stantec.com)

Addison Gainey, PE  
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**Public Meeting**  
**U.S. 13 (Berkeley Boulevard) Widening Project**  
**NCDOT Project No. U-3609B**

**February 26, 2019**

**NAME:**

Mr./Mrs./Ms./Mr. & Mrs.  
(Please choose one)

Ana Halley

**MAILING ADDRESS:**

304 South St. Goldsboro, NC 27534  
Street/Route City State Zip Code

**PHONE NUMBER/EMAIL:**

ncggarden@gmail.com

**Do you understand the information and mapping as presented tonight?** \_\_\_\_\_

Yes

**Do you have any general comments or concerns about the project as presented?**

Please look @ feasibility of having a (4) lane Hwy. between Goldsboro and Greenville. I feel the present road (Hwy. 13) is not only inadequate, but dangerous. We really need a safer road to Greenville.

**Do you have questions or comments regarding access management elements?**

Have to admit, that I'm not entirely "OK" with the blocking of a left hand turn on South Drive!

Thank You for providing citizens with a chance to learn more about this project and affording us a voice!

Please leave this sheet with our project team or mail/email comments by March 12, 2019 to:

Steve Smallwood, PE  
Stantec Consulting Services Inc.  
801 Jones Franklin Road, Suite 300  
Raleigh, N.C. 27606  
[steve.smallwood@stantec.com](mailto:steve.smallwood@stantec.com)

Addison Gainey, PE  
NCDOT Division 4  
PO Box 3165  
Wilson, NC 27895  
[nagainey@ncdot.gov](mailto:nagainey@ncdot.gov)



**Public Meeting**  
**U.S. 13 (Berkeley Boulevard) Widening Project**  
**NCDOT Project No. U-3609B**

**February 26, 2019**

**NAME:**

Mr./Mrs./Ms./Mr. & Mrs.  
(Please choose one)

*Ms. Joanne Perrejan Roberts*

**MAILING ADDRESS:**

*2903 McLean St. Goldsboro N.C. 27534*

Street/Route

City

State

Zip Code

**PHONE NUMBER/EMAIL:** *hroberts6@nc.rr.com*

**Do you understand the information and mapping as presented tonight?** \_\_\_\_\_

*I think I do*

**Do you have any general comments or concerns about the project as presented?**

*No, I think it will improve the area*

**Do you have questions or comments regarding access management elements?**

**Please leave this sheet with our project team or mail/email comments by March 12, 2019 to:**

Steve Smallwood, PE  
Stantec Consulting Services Inc.  
801 Jones Franklin Road, Suite 300  
Raleigh, N.C. 27606  
[steve.smallwood@stantec.com](mailto:steve.smallwood@stantec.com)

Addison Gainey, PE  
NCDOT Division 4  
PO Box 3165  
Wilson, NC 27895  
[nagainey@ncdot.gov](mailto:nagainey@ncdot.gov)



**Public Meeting**  
**U.S. 13 (Berkeley Boulevard) Widening Project**  
**NCDOT Project No. U-3609B**

**February 26, 2019**

**NAME:** (JOSEPH)  
Mr./Mrs./Ms./Mr. & (Mrs) ETIZABETH PARKS  
(Please choose one)

**MAILING ADDRESS:** 107 Foxwood Pl Goldensboro NC 27530  
Street/Route City State Zip Code

**PHONE NUMBER/EMAIL:** 919 920-1726 JEP@122@DELLSOUTH.NC

**Do you understand the information and mapping as presented tonight?** yes

**Do you have any general comments or concerns about the project as presented?**

MEDIUM IN ROAD @ BLOCKS TRAFFIC TURNING  
LET OFF <sup>FROM</sup> SERVICE ROAD. IF PROPERTY IS  
USED FOR COMMERCIAL USE NEED TO BE ABLE  
TO EXIT BOTH WAYS OFF OF SERVICE ROAD  
(ROBERT G. THOMAS RD)

**Do you have questions or comments regarding access management elements?**

**Please leave this sheet with our project team or mail/email comments by March 12, 2019 to:**

Steve Smallwood, PE  
Stantec Consulting Services Inc.  
801 Jones Franklin Road, Suite 300  
Raleigh, N.C. 27606  
[steve.smallwood@stantec.com](mailto:steve.smallwood@stantec.com)

Addison Gainey, PE  
NCDOT Division 4  
PO Box 3165  
Wilson, NC 27895  
[nagainey@ncdot.gov](mailto:nagainey@ncdot.gov)



**Public Meeting**  
**U.S. 13 (Berkeley Boulevard) Widening Project**  
**NCDOT Project No. U-3609B**

**February 26, 2019**

**NAME:**

Mr./Mrs./Ms./Mr. & Mrs.  
(Please choose one)

William Rogato

**MAILING ADDRESS:**

102 Amherst Place Goldsboro NC 27534  
Street/Route City State Zip Code

**PHONE NUMBER/EMAIL:**

brogato@hotmail.com

**Do you understand the information and mapping as presented tonight?** \_\_\_\_\_

Yes

**Do you have any general comments or concerns about the project as presented?**

Box Culvert near bayleaf subdivision needs to be raised. Road Floods during periods of heavy rain.

**Do you have questions or comments regarding access management elements?**

**Please leave this sheet with our project team or mail/email comments by March 12, 2019 to:**

Steve Smallwood, PE  
Stantec Consulting Services Inc.  
801 Jones Franklin Road, Suite 300  
Raleigh, N.C. 27606  
[steve.smallwood@stantec.com](mailto:steve.smallwood@stantec.com)

Addison Gainey, PE  
NCDOT Division 4  
PO Box 3165  
Wilson, NC 27895  
[nagainey@ncdot.gov](mailto:nagainey@ncdot.gov)



**Public Meeting**  
**U.S. 13 (Berkeley Boulevard) Widening Project**  
**NCDOT Project No. U-3609B**

**February 26, 2019**

**NAME:**

Mr./Mrs./Ms./Mr. & Mrs. RICHARD DURHAM  
(Please choose one)

**MAILING ADDRESS:** 411 GREEN DR. GOLDSBORO NC 27534  
Street/Route City State Zip Code

**PHONE NUMBER/EMAIL:** 919-778-0198 redurham48@gmail.com

**Do you understand the information and mapping as presented tonight?** YES

**Do you have any general comments or concerns about the project as presented?**

No

**Do you have questions or comments regarding access management elements?**

SINCE THERE WILL NOT BE LEFT TURNS FROM OUR SUBDIVISION IT WILL BE NECESSARY TO MAKE A U-TURN AT NEW HOPE RD. TO GO NORTH ON HWY. 13. U-TURNS CREATE POTENTIAL PROBLEMS (I REFER TO WAYNE MEMORIAL DRIVE). THEREFORE CONSIDERATION SHOULD BE GIVEN TO CONSTRUCTING A ROUND-ABOUT AT THE NEW HOPE ROAD/BERKELEY BLVD. INTERSECTION TO ALLOW BETTER ACCESS NORTH BOUND ON HWY. 13 FOR THE RESIDENTS OF THE SUBDIVISION.

**Please leave this sheet with our project team or mail/email comments by March 12, 2019 to:**

Steve Smallwood, PE  
Stantec Consulting Services Inc.  
801 Jones Franklin Road, Suite 300  
Raleigh, N.C. 27606  
[steve.smallwood@stantec.com](mailto:steve.smallwood@stantec.com)

Addison Gainey, PE  
NCDOT Division 4  
PO Box 3165  
Wilson, NC 27895  
[nagainey@ncdot.gov](mailto:nagainey@ncdot.gov)



**Public Meeting**  
**U.S. 13 (Berkeley Boulevard) Widening Project**  
**NCDOT Project No. U-3609B**

**February 26, 2019**

**NAME:**

Mr./Mrs./Ms./Mr. & Mrs.  
(Please choose one)

Carol Johnson Sessions

**MAILING ADDRESS:**

305 Lois Place, Goldsboro, NC 27534  
Street/Route City State Zip Code

**PHONE NUMBER/EMAIL:** 919-778-0448 rcsessions@earthlink.net

**Do you understand the information and mapping as presented tonight?** yes

**Do you have any general comments or concerns about the project as presented?**

I am concerned about the safety of Pedestrians at the intersection of Hwy 13 and New Hope Road. The proposed project map does not indicate any crosswalks at this intersection. Many people walk to the store on the corner and crosswalks would be nice. — Thanks,

**Do you have questions or comments regarding access management elements?**

**Please leave this sheet with our project team or mail/email comments by March 12, 2019 to:**

Steve Smallwood, PE  
Stantec Consulting Services Inc.  
801 Jones Franklin Road, Suite 300  
Raleigh, N.C. 27606  
[steve.smallwood@stantec.com](mailto:steve.smallwood@stantec.com)

Addison Gainey, PE  
NCDOT Division 4  
PO Box 3165  
Wilson, NC 27895  
[nagainey@ncdot.gov](mailto:nagainey@ncdot.gov)



**Public Meeting**  
**U.S. 13 (Berkeley Boulevard) Widening Project**  
**NCDOT Project No. U-3609B**

**February 26, 2019**

**NAME:**

Mr./Mrs./Ms./Mr. & Mrs.  
(Please choose one)

Ms. Cherry Hinson

**MAILING ADDRESS:**

203 New Hope Village Dr. G'boro NC 27534  
Street/Route City State Zip Code

**PHONE NUMBER/EMAIL:**

Chinson 48 @ yahoo.com

**Do you understand the information and mapping as presented tonight?** Yes

**Do you have any general comments or concerns about the project as presented?**

No

**Do you have questions or comments regarding access management elements?**

N/A

**Please leave this sheet with our project team or mail/email comments by March 12, 2019 to:**

Steve Smallwood, PE  
Stantec Consulting Services Inc.  
801 Jones Franklin Road, Suite 300  
Raleigh, N.C. 27606  
[steve.smallwood@stantec.com](mailto:steve.smallwood@stantec.com)

Addison Gainey, PE  
NCDOT Division 4  
PO Box 3165  
Wilson, NC 27895  
[nagainey@ncdot.gov](mailto:nagainey@ncdot.gov)



**Public Meeting**  
**U.S. 13 (Berkeley Boulevard) Widening Project**  
**NCDOT Project No. U-3609B**

**February 26, 2019**

**NAME:**

Mr./Mrs./Ms./Mr. & Mrs. Bertha Henry  
(Please choose one)

**MAILING ADDRESS:**

2113 N Berkeley Blvd Baldsboro NC 27534  
Street/Route City State Zip Code

**PHONE NUMBER/EMAIL:** 301-520-9857

**Do you understand the information and mapping as presented tonight?** yes

I understand the mapping but not the information

**Do you have any general comments or concerns about the project as presented?**

I live on N Berkeley and the traffic is not bad  
haven't seen accidents. I will be less safe with  
the traffic in my front door and shaking my house  
apart.

**Do you have questions or comments regarding access management elements?**

Black Top road new signs leave the way it is.

**Please leave this sheet with our project team or mail/email comments by March 12, 2019 to:**

Steve Smallwood, PE  
Stantec Consulting Services Inc.  
801 Jones Franklin Road, Suite 300  
Raleigh, N.C. 27606  
[steve.smallwood@stantec.com](mailto:steve.smallwood@stantec.com)

Addison Gainey, PE  
NCDOT Division 4  
PO Box 3165  
Wilson, NC 27895  
[nagainey@ncdot.gov](mailto:nagainey@ncdot.gov)



**Public Meeting**  
**U.S. 13 (Berkeley Boulevard) Widening Project**  
**NCDOT Project No. U-3609B**

**February 26, 2019**

**NAME:**

Mr./Mrs./Ms./Mr. & Mrs.  
(Please choose one)

Lionel & Kay Ginn

**MAILING ADDRESS:**

3909 Central Heights Rd. Goldsboro NC  
Street/Route City State Zip Code

27534

**PHONE NUMBER/EMAIL:**

919-222-1986

**Do you understand the information and mapping as presented tonight?**

yes

**Do you have any general comments or concerns about the project as presented?**

Our concern is that my brother, Charles Ginn at 3931 Central Heights Rd. may lose his house to the new road as is proposed at this time. He lives in my family's home place where my mother was born.

**Do you have questions or comments regarding access management elements?**

No

**Please leave this sheet with our project team or mail/email comments by March 12, 2019 to:**

Steve Smallwood, PE  
Stantec Consulting Services Inc.  
801 Jones Franklin Road, Suite 300  
Raleigh, N.C. 27606  
[steve.smallwood@stantec.com](mailto:steve.smallwood@stantec.com)

Addison Gainey, PE  
NCDOT Division 4  
PO Box 3165  
Wilson, NC 27895  
[nagaine@ncdot.gov](mailto:nagaine@ncdot.gov)



Public Meeting  
U.S. 13 (Berkeley Boulevard) Widening Project  
NCDOT Project No. U-3609B

February 26, 2019

NAME:

Mr./Mrs./Ms./Mr. & Mrs.  
(Please choose one)

Christian Kofod

MAILING ADDRESS: 717 Hardimont Rd. Raleigh NC 27609  
Street/Route City State Zip Code

PHONE NUMBER/EMAIL: 919-600-3440 / christian.p.kofod@gmail.com

Do you understand the information and mapping as presented tonight? Yes

Do you have any general comments or concerns about the project as presented?

I think a traffic circle at the intersection of Berkeley  
Blvd. and Saulston Rd. would be very beneficial to traffic  
flow. Would that increase the project cost by a  
significant amount?

Do you have questions or comments regarding access management elements?

Please leave this sheet with our project team or mail/email comments by March 12, 2019 to:

Steve Smallwood, PE  
Stantec Consulting Services Inc.  
801 Jones Franklin Road, Suite 300  
Raleigh, N.C. 27606  
[steve.smallwood@stantec.com](mailto:steve.smallwood@stantec.com)

Addison Gainey, PE  
NCDOT Division 4  
PO Box 3165  
Wilson, NC 27895  
[nagainey@ncdot.gov](mailto:nagainey@ncdot.gov)



**Public Meeting**  
**U.S. 13 (Berkeley Boulevard) Widening Project**  
**NCDOT Project No. U-3609B**

**February 26, 2019**

**NAME:**

Mr./Mrs./Ms./Mr. & Mrs.  
(Please choose one)

Eltor Smier

**MAILING ADDRESS:**

163 Smier Farm Rd

Street/Route

City

State

Zip Code

**PHONE NUMBER/EMAIL:** 919-738-0243

**Do you understand the information and mapping as presented tonight?** yes

**Do you have any general comments or concerns about the project as presented?**

I would like for the median to be shortened, to enable traffic to exit Stump Johnson and turn south (Holdsboro).

**Do you have questions or comments regarding access management elements?**

**Please leave this sheet with our project team or mail/email comments by March 12, 2019 to:**

Steve Smallwood, PE  
Stantec Consulting Services Inc.  
801 Jones Franklin Road, Suite 300  
Raleigh, N.C. 27606  
[steve.smallwood@stantec.com](mailto:steve.smallwood@stantec.com)

Addison Gainey, PE  
NCDOT Division 4  
PO Box 3165  
Wilson, NC 27895  
[nagainy@ncdot.gov](mailto:nagainy@ncdot.gov)

**From:** [colt45@vol.com](mailto:colt45@vol.com) <[colt45@vol.com](mailto:colt45@vol.com)>  
**Sent:** Saturday, March 2, 2019 9:41 PM  
**To:** Gainey, Norwood A <[nagainey@ncdot.gov](mailto:nagainey@ncdot.gov)>  
**Subject:** [External] Hwy 13 widening

**CAUTION:** External email. Do not click links or open attachments unless you verify. Send all suspicious email as an attachment to [report.spam@nc.gov](mailto:report.spam@nc.gov)

Addison Gainey ,

Hello , my name is David Weeks and I live at 3119 US Hwy 13 North in Goldsboro NC 27534 “ Saulston community “.

I have a couple of questions for you on the HWY 13 Widening project . I have attached a picture which shows one of my concerns.

On the attached picture of the map I have drawn in a RED line which is the location of a drain tile that runs under the Hwy now.

I have also attached pictures showing the tile from my property.

This tile drains water from both our land as well as Maxwell Foods property . This tile is now mostly blocked on both sides of the hwy with fill dirt and has been an issue for some time now. My concern is that it might be overlooked due to it being unnoticeable since it's hidden from years of neglect from DOT .

Question , IF this drain tile is to be replaced “ which I assume it will have to be with widening “ My request would be to have it replaced with a larger tile and also moving it north on the property to shorten that area of ditch to allow more road side entrance to my property.

Question , the lot which my home sits has NO ditch along side the hwy , one is not needed since the hwy has a severe slop away from my property and our house lot slopes away from the hwy and drains back toward a large ditch south of property.

Will our property remain this way , with no ditch running through our front yard ? My hope/wish is to remain the same with NO ditch in my yard.

Question “Safety” , Thinking about future need of Ambulance service which comes from Goldsboro heading North to our property.

Will there be a legal U-Turn area at the Saulston Road point for this issue ? Also a safety concern for our family returning home from Goldsboro traveling back North to our home.

We'll have to pass our home and make a U-Turn at Saulston Road ?

Is there a plan to have a Safe U-Turn at Saulston Rd & HWY 13 ?

Thank you ,  
David Weeks  
3119 US HWY 13 North  
Goldsboro , NC 27534  
919-738-2806

**From:** [sandramendell@gmail.com](mailto:sandramendell@gmail.com) <[sandramendell@gmail.com](mailto:sandramendell@gmail.com)>  
**Sent:** Monday, March 4, 2019 6:27 PM  
**To:** Gainey, Norwood A <[nagainy@ncdot.gov](mailto:nagainy@ncdot.gov)>  
**Subject:** [External] Comment on Berkeley Blvd./ US 13 widening

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I live at 3109 US Hwy. 13 North, Goldsboro, which is about a quarter of a mile south of the proposed end of the widening project. I have 2 issues/concerns. First, after the project is completed, when I return to my home from my Goldsboro, of course I cannot turn left into my driveway like I can now. I assume that I will need to go to the Saulston Road to make a U-turn. I hope a traffic light will be added at this intersection. Accidents are not infrequent at the intersection now and with the added traffic of folks like me having to make a U-turn, it may be a very unsafe situation without a traffic light.

Second, I thought the highway would be straightened between my house and the Saulston Road and the map doesn't look like it is planned that way.

Thank you for considering these issues, Sandra Creech Mendell

**From:** Cathy Sutton <[rsmotors9777@att.net](mailto:rsmotors9777@att.net)>  
**Sent:** Tuesday, March 5, 2019 9:38 AM  
**To:** Gainey, Norwood A <[nagainy@ncdot.gov](mailto:nagainy@ncdot.gov)>  
**Subject:** [External] Hwy 13 widening project

**CAUTION:** External email. Do not click links or open attachments unless you verify. Send all suspicious email as an attachment to [report.spam@nc.gov](mailto:report.spam@nc.gov)

Hello

I am a business owner at the corner of New Hope Rd and Berkeley Blvd. I was unable to attend the public meeting however my parents the owners of the property were there and my business partner was there.

I just wanted to send you a note to let you know that I am all for the widening of the road maybe in the future it will be needed but I do sit here day in and day out and although I do not have a vehicle counter I have noticed that since the opening of the new Hwy 70 that we do not have as much traffic as before so is this project the best use of the states money? I'm not sure it is..

My biggest concern is the no left turns coming north. That will be a problem for my business and the potential business of the existing Burger King building.

This whole plan has pretty much stopped one sale of the Burger King property which as you can imagine is a big deal to the owners of the property. I am at the car lot right beside this property and in order for our customers to get to us they will either have to go thru the neighborhood at Cedar Dr or go a good ways down to the church to turn around. I'm guessing the property owners in this neighborhood will not be to thrilled with this idea. And I can assure you my customers or even myself having to go way past the business to turn around won't be to happy either.

I do not understand why the median has to be in place. From here to Ash St there is no median, from Berkeley going down Ash St there is no median. So why not widen the road and forget the median. I for one would get behind that as long as the workers don't linger in front of my business for a year like they did the last widening of the road.

I'm sure you have had many comments on this project. I for one say scrap the median it will be a headache for us having to work and live in this area.

Thanks for your time.  
Cathy Sutton

Robert Sutton Motors  
1905 N Berkeley Blvd  
Goldsboro NC 27534  
Phone: 919-778-4948  
Fax: 919-778-4849

**From:** [buchtmann@aol.com](mailto:buchtmann@aol.com) <[buchtmann@aol.com](mailto:buchtmann@aol.com)>  
**Sent:** Wednesday, March 6, 2019 10:43 AM  
**To:** Gainey, Norwood A <[nagainy@ncdot.gov](mailto:nagainy@ncdot.gov)>  
**Subject:** [External] Public Comment - Highway 13 Widening in Goldsboro

**CAUTION:** External email. Do not click links or open attachments unless you verify. Send all suspicious email as an attachment to [report.spam@nc.gov](mailto:report.spam@nc.gov)

Dear Mr. Gainey,

According to the News-Argus, comments regarding the Highway 13 widening project may be addressed to you.

I believe the project is well-conceived and should proceed as quickly as possible. Travelers who use this road but do not live along it will likely support it wholeheartedly. It will improve traffic flow and safety, and do so within budgetary constraints.

Concerns at the public hearing only came from Highway 13 residents. Wherever driveway density is high along a roadway, left turns must be limited to major intersections having traffic control devices. People who live there assumed the risk of highway widening and inconvenience when they purchased their property. The city and county are growing the fastest north of Goldsboro. Berkeley Blvd. is a major commercial artery and widening needs to support increased traffic flow and development.

Respectfully,

Larry Buchtmann  
Goldsboro, NC

-----Original Message-----

From: Rick/Carol Sessions <[rcsessions@earthlink.net](mailto:rcsessions@earthlink.net)>  
Sent: Tuesday, March 05, 2019 8:51 PM  
To: Smallwood, Steve <[Steve.Smallwood@stantec.com](mailto:Steve.Smallwood@stantec.com)>  
Subject: Goldsboro Hwy 13 work

Mr. Smallwood,

Thank you for the public hearing last week concerning the upcoming enhancement of Highway 13/Berkeley Blvd in Goldsboro from New Hope Road to Saulston Road. My only suggestion is that pedestrian crosswalks need to be placed in the intersection of Berkeley and New Hope Road. I often see people trying to cross the road at that intersection, and it is a challenge for them.

Thanks,  
Rick Sessions

**From:** diane smith <[dcls8212@yahoo.com](mailto:dcls8212@yahoo.com)>

**Sent:** Thursday, March 7, 2019 7:53 PM

**To:** [steve.smallwood@stantec.com](mailto:steve.smallwood@stantec.com); Gainey, Norwood A <[nagainy@ncdot.gov](mailto:nagainy@ncdot.gov)>

**Subject:** [External] STIP No: U-3609B

**CAUTION:** External email. Do not click links or open attachments unless you verify. Send all suspicious email as an attachment to [report.spam@nc.gov](mailto:report.spam@nc.gov)

**Public Meeting - February 26th 2019**

**Ms. Diane C Smith**  
2591 US Hwy 13 N  
Goldsboro, NC 27534  
919.344.2957  
[dcls8212@yahoo.com](mailto:dcls8212@yahoo.com)

**Do you understand the information and the mapping as presented tonight?**

To the best of my knowledge at the present time I understand.

**Do you have any general comments or concerns about the project as presented?**

**Do you have questions or comments regarding access management elements?**

**General Concerns:**

I feel the overall design will be a inconvenience for the residences along the highway, and will take away the access to simply turn into your driveway when coming home from Berkeley Blvd.

I also feel that the auto accidents have already been greatly reduced since the bridge has been in use.

**Personal Concerns:**

According to the plans that were available it shows that a large part of my front yard is in the area marked as a proposed easement.

My entire front yard is a septic field pad for my septic tank.

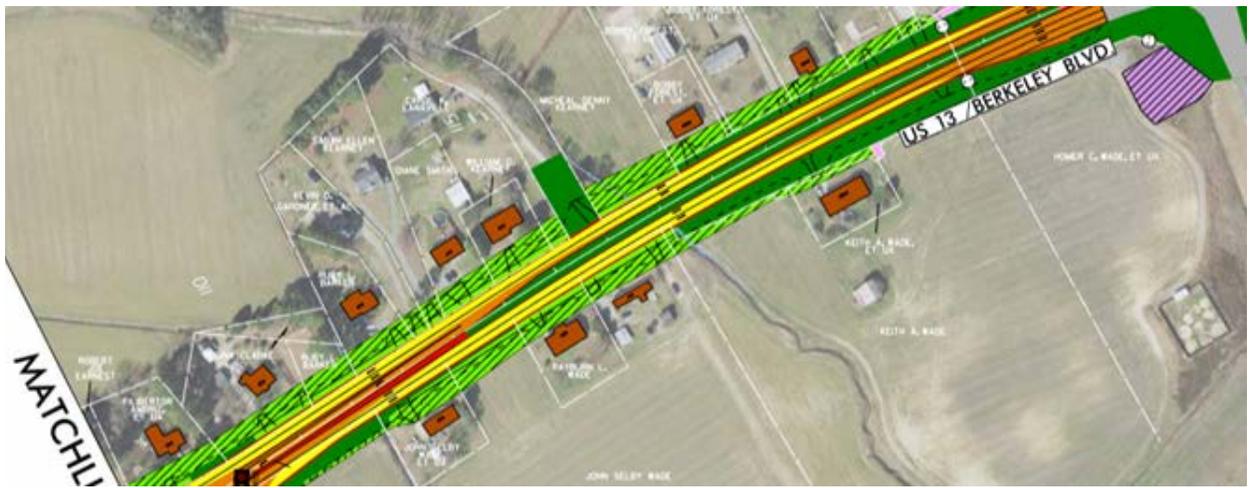
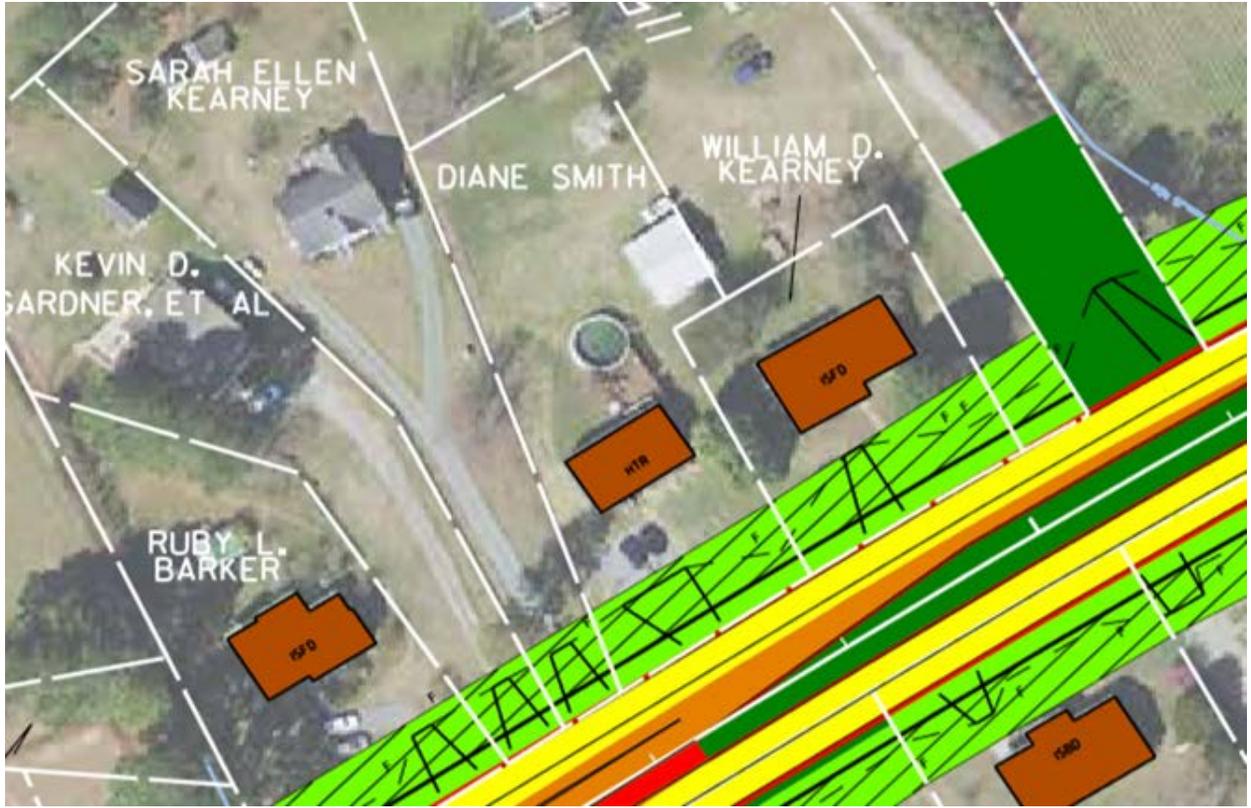
I have included the paperwork that I received from Wayne County detailing how and where the septic system had to be placed in order for me to have a home on this property.

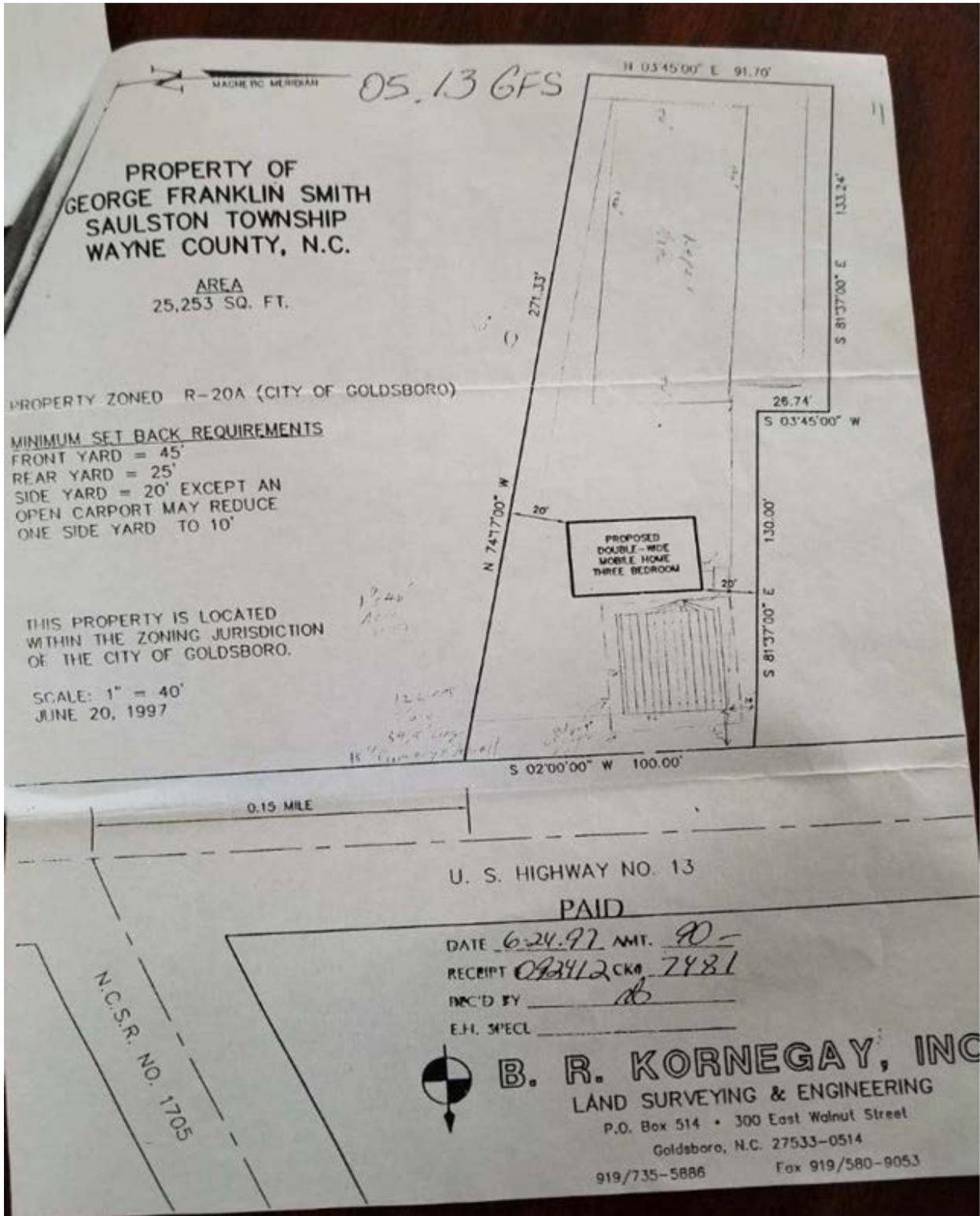
At that time this was the only place I could place the septic system.

I have been told not to park, drive or place heavy objects on the front lawn.

My concerns is how will my septic system hold up doing the highway remodel project, as well as how much of my front yard will be in use in this easement?

Side note - You will see my Ex-Husband's name on the Septic System paperwork. We are legally divorced and all property is legally in my name.





Thank you,  
Diane Smith, 919.344.2957, [dcls8212@yahoo.com](mailto:dcls8212@yahoo.com)

**From:** sdoris57 <[sdoris57@yahoo.com](mailto:sdoris57@yahoo.com)>  
**Sent:** Friday, March 8, 2019 2:13 PM  
**To:** Gainey, Norwood A <[nagainy@ncdot.gov](mailto:nagainy@ncdot.gov)>  
**Subject:** [External] Hyw 13 widening project.

**CAUTION:** External email. Do not click links or open attachments unless you verify. Send all suspicious email as an attachment to [report.spam@nc.gov](mailto:report.spam@nc.gov)

Dear Ms. Gainey, this is in concern of widening Hwy 13 N in Goldsboro NC. I don't have a problem with the expansion as I understand its need. My only concern is that right in front of my house is going to be a turn around. My address is 3009 US 13North. Properties of Phillip C and Doris Smith. My driveway will be blocked by this. And our two lots that join I feel we will need a drive way between the two. If we ever sale, there would be on entrance. And we were hoping if this takes place in front of my house, than the state would put in a drive way there between the two lots and make a U driveway around my house for easier access. And my greatest concern is Emergency vehicles having access to us. Seconds count in someone's welfare being the difference of life or death. And if they have to drive down another 150 yards or more to turn around and have access to my existing driveway, may be the extra minutes for the outcome of a life. Please consider the area where the planned turn around is to be, verses maybe having it further down the highway where it would not be in front of homes or entrance to a subdivision. My sons are firefighters/EMT. And tell me all the time seconds count in the matter of life due to a stroke, heart attack, gun shot, bleeding etc. Again please consider another spot for this turn around. Thank you. And forever be blessed. Mrs. Doris Smith.

Sent from my U.S.Cellular© Smartphone

From: Rick/Carol Sessions <[rcsessions@earthlink.net](mailto:rcsessions@earthlink.net)>  
Sent: Tuesday, March 05, 2019 8:51 PM  
To: Smallwood, Steve <[Steve.Smallwood@stantec.com](mailto:Steve.Smallwood@stantec.com)>  
Subject: Goldsboro Hwy 13 work

Mr. Smallwood,

Thank you for the public hearing last week concerning the upcoming enhancement of Highway 13/Berkeley Blvd in Goldsboro from New Hope Road to Saulston Road. My only suggestion is that pedestrian crosswalks need to be placed in the intersection of Berkeley and New Hope Road. I often see people trying to cross the road at that intersection, and it is a challenge for them.

Thanks,  
Rick Sessions

**From:** my name is Tony Boyette my cell 919-920-7062 please give me a call about the honda  
<[kb27534@aol.com](mailto:kb27534@aol.com)>

**Sent:** Monday, March 11, 2019 11:09 PM

**To:** Smallwood, Steve <[Steve.Smallwood@stantec.com](mailto:Steve.Smallwood@stantec.com)>; [T@aol.com](mailto:T@aol.com)

**Subject:** U.S. 13 (Berkeley Boulevard) Widening Project NCDOT Project No.U-3609B

Station #95 Drainage under HWY 13 is Extremely Inadequate . A much larger drainage system needs to be implemented during this project. I have lost 3 heating/airconditioning units and 3 customers cars in the past 10 years due to flood waters.The flooding gets up to 3 feet deep in my garage business. The waters completely cover and closed down the south bound lane of us HWY 13. The slow drainage also effects the mobile home subdivision behind my property down Durwood Lane. This drainage issue really needs to be addressed during the widening project. Sincerely Kenneth Ray Boyette Jr. Please feel free to call me at 919-920-7062

**From:** GERALD VAILS <[g.vails11@verizon.net](mailto:g.vails11@verizon.net)>

**Sent:** Monday, March 11, 2019 7:34 AM

**To:** Smallwood, Steve <[Steve.Smallwood@stantec.com](mailto:Steve.Smallwood@stantec.com)>

**Cc:** [nagainery@ncdot.gov](mailto:nagainery@ncdot.gov)

**Subject:** U.S. 13( N Berkeley Boulevard) Widening Project NCDOT Project No. U-3609B

Good Morning

I oppose the purposed road widening Project NCDOT Project No. U-3609B. My home is being shaken apart from Tractor Trailer Trucks as I write, and I don't need vehicle traffic any nearer to my front door.

This project as it is purposed, will decrease the value of our property, negatively impact the quality of life for all families of Goldsboro's City residents who own homes along N Berkeley Boulevard south of Green Street. The children need to have a safe place to grow and thrive and parents are trying to provide them with such an environment.

From 10/03/2006 I've been living here on N Berkeley Boulevard between Green Street and New Hope Road in the City of Goldsboro NC and have never known of an automobile accident to occur on this part of US 13.

I think the simplicity of the two lane with center turn lane traffic pattern is the primary reason why traffic flows without fatalities or major incident. I do not see drivers of motor vehicles speeding in order to pass the car in front as I have witnessed on four lane highways, where motorists are constantly darting in and out of traffic lanes, endangering the lives of pedestrians, cyclist and other motorists. The more complex a traffic pattern, the more dangerous a road becomes.

Currently we have just a steady flow of traffic which comes to an occasional halt when school buses arrive to pick and drop off children, or the postman is delivering mail, or when sanitation vehicles come by to pick up refuse and yard waste.

Granted N Berkeley Boulevard does need improvement, such as asphalt resurfacing, up to date road markings which illuminate when vehicle lights are shined upon the reflectors. We can use storm drains and pedestrian side walks along this stretch highway 13.

I can see the need to widen highway 13 near the beginning of the city limits north of Green Street to Saulston Road. Also at the intersection of Central Heights and 13, a left turn lane and a four way blinking caution light will help motorists' problems by allowing traffic to flow at that corner.

In conclusion, Goldsboro is a small town and that is its charm, that's appeal.

Don't ruin it?

Sincerely,

Gerald Vails  
2113 N Berkeley Boulevard  
Goldsboro, NC 27534  
301.802.0746 ( mobile phone)

**From:** Clay Wisniewski <[cwisniewski@taloving.com](mailto:cwisniewski@taloving.com)>  
**Sent:** Tuesday, March 12, 2019 11:01 PM  
**To:** [nagainy@ncdot.gov](mailto:nagainy@ncdot.gov); Smallwood, Steve <[Steve.Smallwood@stantec.com](mailto:Steve.Smallwood@stantec.com)>  
**Subject:** Public Meeting Comments - Widening Improvements to US 13 [DOT Project U-3609B]

Gentlemen,

I enjoyed the opportunity to review the overview drawings and talk to your folks at the recent 26 Feb 2019 public meeting for the US 13 New Hope – Saulston widening project. Here are a few comments:

General comments/concerns:

- Overall, good job addressing one of this area's biggest needs for traffic flow and safety improvements along that stretch of US-13. In the next 25 years, this artery is (and will continue to be) the main artery between Goldsboro and Greenville. With the recent Goldsboro bypass bringing traffic to the east of Goldsboro, this east side of the city will continue to be the major expansion area, increasing development of small businesses and additional neighborhoods as aging farmers in that area find it more lucrative to sell their land to developers, rather than struggle to find someone to purchase it and farm it.

Comments regarding access management elements:

- My main concern is the placement of the U-turn bulbs either just after or just prior to curves. Limited sight distances don't help. Safe use of those could potentially be hindered by tall row crops (e.g., corn) growing in nearby fields, especially after the curve just west of Saulston Rd. I do like the thought of trying to limit some of them to smaller trucks/passenger vehicles but, in reality, I don't think large trucks will honor that intent and will override the edge of pavement or hop the curb to make the u-turn as desired. That will only further hamper through traffic. Be sure to consider some sort of restriction method on the entrance to the turn lane, rather than just rely on curbs or limited edge of pavement on the outbound portion after most of the turn.
- One other concern is the proposed realignment of the intersection of Hood Swamp Rd. at US-13. The existing intersection already has somewhat limited sight distance (especially with the gas station traffic exiting onto the highway) westbound due to the curve. If possible, I would try to straighten out this curve as much as possible, either by additional ROW and offsetting the roadway to the south just east of the intersection, or offsetting north just west of the intersection.
- An additional concern is for the large trucks, often pulling trailers with heavy pump equipment entering and exiting the Thompson Pump business (2963 US-13, Goldsboro, NC 27534). Please account for a moderate daytime (early rush hour, mostly) volume of traffic in that area.
- Unless there is a barricade or controlled access fencing, I could see the realignment of Central Heights resulting in local traffic from that New Hope area (lots of good 'ole boys) jumping the curb coming off the end of Central Hts to access eastbound 13.

Let me know if you have any questions on the above inputs. I look forward to seeing this area improved.  
Kind regards,

Clay Wisniewski  
104 Leafwood Dr.  
Goldsboro, NC 27534  
919-223-3746  
[cwisniewski@taloving.com](mailto:cwisniewski@taloving.com)  
(Project Manager, T. A. Loving Co. – Utility/Bridge Div)

**From:** Glenn Thomas <[gthomas52@twc.com](mailto:gthomas52@twc.com)>  
**Sent:** Thursday, March 14, 2019 11:59 AM  
**To:** Gainey, Norwood A <[nagainy@ncdot.gov](mailto:nagainy@ncdot.gov)>; [steve.smallwood@stantec.com](mailto:steve.smallwood@stantec.com)  
**Subject:** [External] Widening Improvements New Hope ( SR 1003 to north of Saulston RD 9 SR 1572 )

**CAUTION:** External email. Do not click links or open attachments unless you verify. Send all suspicious email as an attachment to [report.spam@nc.gov](mailto:report.spam@nc.gov)

Sent from [Mail](#) for Windows 10  
HWY 13 N ( Berkeley Boulevard )  
Widening Improvements  
New Hope ( SR 1003 to north of Saulston RD 9 SR 1572 )  
Goldsboro Wayne County  
TIP Project NO U-3609B

This letter is in reference to the above named project.  
I am writing this letter out of concern for my family, my customers, the many Farmers, and most of all for the general Public that use Forrest Thomas RD for ingress and egress. For the safety of the general public I sincerely hope that the DOT will take a look at the safety aspect of the things below.

There are several different property owners that use Forrest Thomas Rd to excess their property.

Glenn Thomas 3620573383, 3620770938, 3620769566, 3620862183, 3620862284, 3620565258, 3620478091, 3620476342  
Grover Smith 3620588172  
Bobby Forrest 3620068725  
Ottis Forrest 3620758613  
Marie Peele 3626773103  
Linda Taylor 3620775063  
Arnold Flowers 3620563457  
James Gurganus 3620561734

Each listed property owner uses Forrest Thomas RD throughout the Year, and especially during the growing and harvesting season. This is the only access to their property. Each property owner has a different leasee with their own equipment to farm their property. So Six ( 6 ) different farming operations are using Forrest Thomas Rd for their only way to have ingress and egress. All of the farming operations are Large operations with Large Equipment.

We feel it will be a danger to the Equipment operator and the general public to have this Large Equipment having to go a half a mile

With curbing on the road, and no way to let slow moving traffic to pass, to make a U- turn.

It is Especially dangerous to go across 70 bypass bridge on Large and slow moving pieces of equipment with traffic moving at speed, and to make a U-turn they will have to do it twice.

The General public is also being put in a more compromising and dangerous situations because of tractor trailers and contractor pickups with Large and long trailers coming into and leaving Mulch Express having to make a U-turn with traffic moving at speed ( 45 to 60 MPH ) .

This is very dangerous for on coming traffic to have a tractor trailer making a U-turn with the trailer basically sitting sideways with traffic coming at speed.

A much safer way is the way it has been done for Years now with no Accidents. Already a proven safe way for ingress and egress

With traffic already stopped at the stop light on the South side of 70 bypass it makes for safer ingress and egress to Forrest Thomas Rd.

With all Tractor trailers and contractors with long trailers this a much safer way for ingress and egress.

Land owners with timber which must access through Forrest Thomas Rd. and Parcel #

Glenn Thomas	3620573383, 3620565258, 3620478091, 3620476342, 3620451844
Arnold Flowers	3620563457
James Gurganus	3620561734
John Smith	3620540988
Royce Gray	3620456367
Shirley Richardson	3620466042
Freddie Jones	3620467292, 3620463455
Elwood Croom	3620454861
Ben Whitley	3620452575
Michael Peele	3620652912, 3620655670, 3620557634

When this timber is harvested the owners only access is Forrest Thomas Rd.

There will be numerous tractor trailers accessing Forrest Thomas Rd. a day, and this will go on for Months at a time.

This will pose the same danger as discussed above, only on a larger scale.

We as land owners are not requesting anything special, but would request:

Left turn in and out of Forrest Thomas Rd.

We feel this would be the safest method of ingress and egress to Forrest Thomas Rd.

We live and work there everyday. We see the potential dangers. We would appreciate any consideration in this matter.

Our worry is both for the semi drivers, farm equipment operators, and most of all the General public trying to access our businesses, Farmers trying to tend their land, and logging operations.

If you have any questions please contact me.

Glenn Thomas

919-738-2896

Sent from [Mail](#) for Windows 10

# Atlas Development Company

PO Box 10907  
Goldsboro, North Carolina 27532  
Telephone (919) 734-1357  
Fax (919) 735-4677  
email dwooten@kmsnc.com

March 19, 2019

*Transmitted by email*

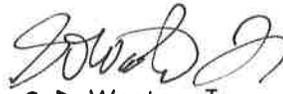
Michael G. Wray, PE  
Transportation Engineer  
Stantec  
Raleigh, NC 27606

Re: US Hwy 13 North (Berkeley Blvd North) Goldsboro

Dear Mr. Wray:

This is to follow-up on our recent conversation at the Maxwell Center when DOT held an open house concerning changes to North Berkeley Blvd and US 13 North. Atlas Development owns about 7 acres at the intersection of US Hwy 13 North and Tommy's Road. This property includes a Dollar General Store with a driveway cut and private road that goes back to Tommy's Road. We were disappointed to see that our north bound access is being cut off by the plans that were presented. Atlas Development would like to request that the cross over at the private road be reinstated instead of the bubble turnaround that was shown on the plans. If necessary, we can dedicate the private road so that it intersects with US Hwy 13 North. Atlas Development would like to request an appointment with you or someone with DOT to discuss this detail of the plan that was presented at the open house.

Sincerely yours,  
Atlas Development Company



S. D. Wooten, Jr.

SDW:rws

**From:** David Rhodes <[rhodesandco2000@yahoo.com](mailto:rhodesandco2000@yahoo.com)>  
**Sent:** Monday, March 25, 2019 9:11 PM  
**To:** Smallwood, Steve <[Steve.Smallwood@stantec.com](mailto:Steve.Smallwood@stantec.com)>  
**Subject:** concerns on widening project Hwy13/Berkley Blvd Goldsboro

Steve: Sorry I didn't think about this concern until now but: On Hwy. 13 approaching Goldsboro if you turn left on Hood Swamp road during afternoon work traffic- can you have a leading left turn- during this time frame you will wait for 30 to 50 cars to pass before there is an opening as there isn't a leading left turn signal. Also Hood Swamp rd coming to 13 traffic light - it is less than 30 seconds.. usually the light will trigger if no one is approaching- but on 13 it will stay green for the thru traffic 5 to 10 min. because traffic is that congested. Can that be limited to say 4 minutes? The light at New Hope road is decent timing compared to Hood Swamp Rd. traffic at rush hours and Saturday traffic. Thanks for reading.

David M.

Rhodes [rhodesandco2000@yahoo.com](mailto:rhodesandco2000@yahoo.com)

**Public Meeting**  
U.S. 13 (Berkeley Boulevard) Widening Project  
NCDOT Project No. U-3609B

February 26, 2019

**NAME:** Ms. Tamiya Johnson  
Mr./Mrs./Ms./Mr. & Mrs.  
(Please choose one)

**MAILING ADDRESS:** 308 Bayleaf Dr., Goldsboro, NC 27534  
Street/Route City State Zip Code

**PHONE NUMBER/EMAIL:** 919. 718. 9279 [vaichungng@gmail.com](mailto:vaichungng@gmail.com)

Do you understand the information and mapping as presented tonight? Yes

Do you have any general comments or concerns about the project as presented?  
There could have been a formal presentation, tables and chairs to alot for the community to complete this form, there could have been a question and answer session. All of these would have been a great addition to the table layout/catered format as you had prepared.

Do you have questions or comments regarding access management elements?  
The intersection at Bayleaf and Berkeley Blvd (main Bayleaf) should have a stoplight placement ~~instead~~ instead of the proposed U-Turn at Tommij's Road. Will Tommij's Road now be a no-right-turn-on-red signal? Will the U-Turn be a green light opportunity <sup>versus a</sup> ~~caution~~ yield?

Please leave this sheet with our project team or mail/email comments by March 12, 2019 to:  
Addison Gainey, PE  
NCDOT Division 4  
PO Box 3165  
Wilson, NC 27895  
[nagainey@ncdot.gov](mailto:nagainey@ncdot.gov)

Steve Smallwood, PE  
Stantec Consulting Services Inc.  
801 Jones Franklin Road, Suite 300  
Raleigh, N. C. 27606  
[steve.smallwood@stantec.com](mailto:steve.smallwood@stantec.com)



Public Meeting  
U.S. 13 (Berkeley Boulevard) Widening Project  
NCDOT Project No. U-3609B

February 26, 2019

NAME:

Mr./Mrs./Ms./Mr. & Mrs.  
(Please choose one)

Mary B. Johnson

MAILING ADDRESS:

308 Bayleaf Dr Goldsboro NC 27534  
Street/Route City State Zip Code

PHONE NUMBER/EMAIL:

hannah46@bellsouth.net  
919-478-9379

Do you understand the information and mapping as presented tonight? YES

Do you have any general comments or concerns about the project as presented?

I did not expect a walk-through meeting. We should have been able to see your presentation, that the audience would have asked questions. If appeared that you really did not want to give us an opportunity to comment.

Do you have questions or comments regarding access management elements?

I live in the Bayleaf subdivision and you should consider a stop light at Berkeley because making that turn at Lomax road is going to be dangerous and cause accidents - too much traffic.

Please leave this sheet with our project team or mail/email comments by March 12, 2019 to:

Steve Smallwood, PE  
Stantec Consulting Services Inc.  
801 Jones Franklin Road, Suite 300  
Raleigh, N.C. 27606  
steve.smallwood@stantec.com

Addison Gainey, PE  
NCDOT Division 4  
PO Box 3165  
Wilson, NC 27895  
nagainey@ncdot.gov

**U-3609B Public Meeting Comments – February 26, 2019**

**Returned at meeting:**

- 1) Mike Gurley
  - Concerned with loss of land to Woods Grove Church
  - Changes at Tommy's Road/Central Heights Road will probably improve safety at the church
- 2) James Ward
  - Requested U-turn bulb at Wayne Memorial Drive near Country Day Road
    - **DIFFERENT PROJECT**
- 3) Osborne G. Parks
  - Concerned with best-fit widening; would rather see widening done entirely on one side or the other
  - Access to home (US 13 N) would require U-turn
  - Concerned with additional noise and increased proximity to roadway (safety)
- 4) Dr. & Mrs. Tom Parker
  - Opposed to current design with median; would prefer undivided four-lane road
  - Suggested a roundabout at US 13 and New Hope Road; opposed to turnaround
- 5) Donna May
  - Concerned with ditches/draining system following construction
  - Suggested a roundabout at US 13 and New Hope Road
- 6) Michael Briggs
  - Suggested keeping two thru lanes through Saulston Road intersection and adding left turn markings to the left lane for movement to Saulston Road
- 7) Ana Halley
  - Suggested four-lane roadway from Goldsboro to Greenville
    - **DIFFERENT PROJECT**
  - Access to home (South Drive) is blocked by median; requires U-turn or different route through neighborhood
- 8) Joanne Jernigan Roberts
  - In favor of project
- 9) Elizabeth and Joseph Parks
  - Concerned with inability to turn left from Robert G. Thomas Road, especially if property is used for commercial development
- 10) William Rogato
  - Box culvert near Bayleaf Drive subdivision should be raised to avoid future flooding

**Returned via USPS:**

- 11) Richard Durham
  - Suggested a roundabout at US 13 and New Hope Road; opposed to turnaround

12) Carol Johnson Sessions

- Concerned with pedestrian safety at US 13 and New Hope Road; would like to see crosswalks

13) Cherry Hinson

- Understood project; no specific comments

14) Bertha Henry

- Found some of the information presented hard to follow
- Concerned with proximity of widened road to home on US 13
- Opposed to improvements

15) Lionel and Kay Ginn

- Concerned with relocation of family member on Central Heights Road (generational property)

16) Christian Kofod

- Suggested a roundabout at US 13 and Saulston Road; interested in impact to project cost

17) Elton Smith

- Requested shortened median to allow left turn towards Goldsboro at Stomp Johnson (across from Saulston Road intersection)

**Returned via e-mail:**

18) David Weeks

- Requested replacement, relocation, and enlargement of existing drain tile near property
- Requested no addition of ditch alongside US 13 within front yard
- Concerned with safe U-turn capabilities/access at US 13 and Saulston Road

19) Sandra Creech Mendell

- Access to home (US 13 N) would require U-turn; suggested traffic signal at Saulston Road
- Concerned that US 13 will not be horizontally realigned near Saulston Road

20) Cathy Sutton

- In favor of widening
- Access to business (US 13/New Hope Road) will require U-turn
- Concerned with current Burger King resale value due to project
- Opposed to current design with median; would prefer undivided four-lane road

21) Larry Buchtman

- In favor of widening
- In favor of limiting left turns to major intersections along US 13

22) Rick Sessions

- Concerned with pedestrian safety at US 13 and New Hope Road; would like to see crosswalks

23) Diane C. Smith

- Access to home (US 13 N) would require U-turn
- Concerned with proposed easement's effect on septic field pad in front yard

24) Doris Smith

- Access to home (US 13 N) would require U-turn, especially EMS
- Concerned with relocation of driveway and need to share one driveway between two lots

25) Kenneth Ray Boyette

- Concerned with lack of drainage capabilities under US 13

26) Gerald Vails

- Opposed to widening (south of Green Drive)
- Concerned with proximity of widened road to home on US 13
- Concerned with property value as a result of the project
- Would like to see pavement resurfacing, updated pavement markings, updated drainage, and sidewalks
- Suggested four-way caution traffic signal at US 13 and Central Heights Drive

27) Clay Wisniewski

- In favor of project (Goldsboro to Greenville corridor)
- Concerned with placement of U-turn bulbs
- Concerned with Hood Swamp Road intersection realignment
- Concerned with large truck volume on US 13 at Thompson Pump business
- Concerned that local traffic will jump the curb to access US 13 from end of Central Heights Road

28) Glenn Thomas

- Access to property (US 13 N) would require U-turn; specific concern with regards to high volumes of heavy farm equipment and logging operations on Forrest Thomas Road
- Requested left turn movements in and out of Forrest Thomas Road

29) Dillon Wooten (Atlas Development-Dollar General)

- Requested northbound access be maintained to private road at Dollar General
- Stated willingness to dedicate private road to maintain intersection
- Requested individual meeting with NCDOT to discuss plan at Dollar General location

30) David Rhodes

- Concerned with signal timing/phasing at existing Hood Swamp Road intersection

31) LaTanya Johnson

- Would've preferred formal presentation and Q&A session
- Concerned with U-turn bulb at Tommy's Road; would rather have traffic signal at US 13 and Bayleaf Drive

32) Mary G. Johnson

- Would've preferred formal presentation and Q&A session
- Concerned with U-turn bulb at Tommy's Road; would rather have traffic signal at US 13 and Bayleaf Drive

- General access/U-turn bulb concerns: **11**
- In favor of project/widening, potential as part of Goldsboro to Greenville corridor: **6**
- Concerns with Saulston Road intersection/alignment of US 13 at Saulston Road: **5**
- Concerns with present/future drainage capabilities: **5**
- Concerns with proximity of widened roadway to home: **3**
- Suggested roundabout at US 13 and New Hope Road: **3**
- Concerns with Central Heights Road alignment: **3**
- Concerns regarding pedestrians at US 13 and New Hope Road: **2**
- Concerns with Hood Swamp Road intersection/alignment: **2**
- Opposed to project/portions of widening: **2**
- Concerns with Robert B. Thomas/Forrest Thomas Road lack of turning movements: **2**

# APPENDIX E

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STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION

ROY COOPER  
GOVERNOR

JAMES H. TROGDON, III  
SECRETARY

March 12, 2018

MEMORANDUM TO: Rob Ridings  
NC DWR  
1617 Mail Service Center  
Raleigh, NC 27699-1617

FROM: Addison Gainey, PE  
Project Manager  
NCDOT – Division 4

SUBJECT: Start of Study for State Transportation Improvement Program (STIP) Project Number U-3609B: US 13 (Berkeley Blvd) from SR 1003 (New Hope Road) to north of SR 1572 (Saulston Road), Wayne County – Widen to multi-lanes.

NCDOT Division 4 has started the project development, environmental and engineering studies for the subject project. The project is included in the North Carolina Department of Transportation's 2018 – 2027 STIP and is scheduled for right of way acquisition in fiscal year 2019 and construction in fiscal year 2021. The project scoping meeting was held on November 13, 2017, at the NCDOT Division 4 office, 509 Ward Blvd, Wilson, NC 27893.

The general purpose of this letter is to begin early coordination with our agency partners by discussing the known information about the project and project area. A project vicinity map is attached for your reference. Please provide comments or additional information regarding your resource and/or area of expertise as it may concern the project. We would especially appreciate any information you might have that would be helpful in identifying and evaluating important issues or topics that should be considered.

Thank you for your assistance in the project development process. If you have any questions concerning the project, please contact Steve Smallwood, P.E., Consultant Project Manager at (919) 865- 7580 or by email at [steve.smallwood@stantec.com](mailto:steve.smallwood@stantec.com). Please include the STIP Project Number in all correspondence.

*Mailing Address:*  
NC DEPARTMENT OF TRANSPORTATION  
PROJECT DEVELOPMENT AND  
ENVIRONMENTAL ANALYSIS  
1548 MAIL SERVICE CENTER  
RALEIGH, NC 27699-1548

*Telephone:* (919) 707-6000  
*Fax:* (919) 250-4224  
*Customer Service:* 1-877-368-4968

*Website:* [www.ncdot.gov](http://www.ncdot.gov)

*Location:*  
1000 BIRCH RIDGE DRIVE  
RALEIGH, NC 27610



ROY COOPER  
Governor

MICHAEL S. REGAN  
Secretary

LINDA CULPEPPER  
Interim Director

March 13, 2018

## MEMORANDUM

To: Michael G. Wray, PE, Transportation Engineer, Stantec

From: Rob Ridings, NC Division of Water Resources, Transportation Permitting Branch

Subject: Scoping comments on proposed improvements to US 13 (Berkeley Blvd) in Goldsboro, Wayne County, TIP No. U-3609B.

Reference your correspondence dated March 12, 2018 in which you requested comments for the referenced project. Preliminary analysis of the project reveals the potential for impacts to streams, buffers and/or jurisdictional wetlands in the project area. More specifically, the following streams & tributaries:

Stream Name	River Basin & Subbasin	Stream Classifications	Stream Index Number	303(d) Listing?
West Bear Creek	NEU 05	C; Sw; NSW	27-72-2	No
Old Mill Branch	NEU 05	C; Sw; NSW	27-72-2-1	No

Further investigations at a higher resolution should be undertaken to verify the presence of other streams and/or jurisdictional wetlands in the area. In the event that any jurisdictional areas are identified, the Division of Water Resources requests that NCDOT consider the following environmental issues for the proposed project:

### **Project Specific Comments:**

1. West Bear Creek, Old Mill Branch, and their tributaries are class C, Sw; NSW waters of the State. The NCDWR is very concerned with sediment and erosion impacts that could result from this project. The NCDWR recommends that highly protective sediment and erosion control BMPs be implemented to reduce the risk of nutrient runoff to these streams. Additionally, to meet the requirements of NCDOT's NPDES permit NCS0000250, the NCDWR requests that road design plans provide treatment of the storm water runoff through best management practices as detailed in the most recent version of the *North Carolina Department of Transportation Stormwater Best Management Practices Toolbox* manual.
2. This project is within the Neuse River Basin. Riparian buffer impacts shall be avoided and minimized to the greatest extent possible pursuant to 15A NCAC 2B.0233. New development activities located in the protected 50-foot wide riparian areas within the basin shall be limited to "uses" identified within and constructed in accordance with 15A NCAC .02B .0295. Buffer mitigation may be required for buffer impacts resulting from activities classified as "allowable with mitigation" within the "Table of Uses" section of the Buffer Rules or require a variance under the Buffer Rules. A buffer mitigation plan, including use of the North Carolina Division of Mitigation Services, must be provided to the NCDWR prior to approval of the Water Quality Certification. Buffer mitigation may be required for buffer impacts resulting from activities classified as "allowable with mitigation" within the "Table of Uses" section of the Buffer Rules or require a variance under the Buffer Rules. A buffer mitigation plan, coordinated with the North Carolina Division of Mitigation Services, must be provided to the NCDWR prior to approval of the Water Quality Certification.



State of North Carolina | Environmental Quality

1617 Mail Service Center | Raleigh, North Carolina 27699-1617

**General Project Comments:**

1. The environmental document should provide a detailed and itemized presentation of the proposed impacts to wetlands and streams with corresponding mapping. If mitigation is necessary as required by 15A NCAC 2H.0506(h), it is preferable to present a conceptual (if not finalized) mitigation plan with the environmental documentation. Appropriate mitigation plans will be required prior to issuance of a 401 Water Quality Certification.
2. Environmental impact statement alternatives shall consider design criteria that reduce the impacts to streams and wetlands from storm water runoff. These alternatives shall include road designs that allow for treatment of the storm water runoff through best management practices as detailed in the most recent version of the *North Carolina Department of Transportation Stormwater Best Management Practices Tool* box manual, such as grassed swales, buffer areas, preformed scour holes, retention basins, etc.
3. After the selection of the preferred alternative and prior to an issuance of the 401 Water Quality Certification, the NCDOT is respectfully reminded that they will need to demonstrate the avoidance and minimization of impacts to wetlands (and streams) to the maximum extent practical. In accordance with the Environmental Management Commission's Rules (15A NCAC 2H.0506[h]), mitigation will be required for impacts of greater than 1 acre to wetlands. In the event that mitigation is required, the mitigation plan shall be designed to replace appropriate lost functions and values. North Carolina Division of Mitigation Services may be available for assistance with wetland mitigation.
4. In accordance with the Environmental Management Commission's Rules (15A NCAC 2H.0506[h]), mitigation will be required for impacts of greater than 300 linear feet to any perennial stream. In the event that mitigation is required, the mitigation plan shall be designed to replace appropriate lost functions and values. The North Carolina Division of Mitigation Services may be available for assistance with stream mitigation.
5. Future documentation, including the 401 Water Quality Certification Application, shall continue to include an itemized listing of the proposed wetland and stream impacts with corresponding mapping.
6. The NCDWR is very concerned with sediment and erosion impacts that could result from this project. The NCDOT shall address these concerns by describing the potential impacts that may occur to the aquatic environments and any mitigating factors that would reduce the impacts.
7. An analysis of cumulative and secondary impacts anticipated as a result of this project is required. The type and detail of analysis shall conform to the NC Division of Water Resource Policy on the assessment of secondary and cumulative impacts dated April 10, 2004.
8. The NCDOT is respectfully reminded that all impacts, including but not limited to, bridging, fill, excavation and clearing, and rip rap to jurisdictional wetlands, streams, and riparian buffers need to be included in the final impact calculations. These impacts, in addition to any construction impacts, temporary or otherwise, also need to be included as part of the 401 Water Quality Certification Application.
9. Where streams must be crossed, the NCDWR prefers bridges be used in lieu of culverts. However, we realize that economic considerations often require the use of culverts. Please be advised that culverts should be countersunk to allow unimpeded passage by fish and other aquatic organisms. Moreover, in areas where high quality wetlands or streams are impacted, a bridge may prove preferable. When applicable, the NCDOT should not install the bridge bents in the creek, to the maximum extent practicable.
10. Whenever possible, the NCDWR prefers spanning structures. Spanning structures usually do not require work within the stream or grubbing of the streambanks and do not require stream channel realignment. The horizontal and vertical clearances provided by bridges shall allow for human and wildlife passage beneath the

structure. Fish passage and navigation by canoeists and boaters shall not be blocked. Bridge supports (bents) should not be placed in the stream when possible.

11. Bridge deck drains shall not discharge directly into the stream. Stormwater shall be directed across the bridge and pre-treated through site-appropriate means (grassed swales, pre-formed scour holes, vegetated buffers, etc.) before entering the stream. To meet the requirements of NCDOT's NPDES permit NCS0000250 please refer to the most recent version of the *North Carolina Department of Transportation Stormwater Best Management Practices Toolbox* manual for approved measures.
12. Sediment and erosion control measures should not be placed in wetlands or streams.
13. Borrow/waste areas should avoid wetlands to the maximum extent practical. Impacts to wetlands in borrow/waste areas will need to be presented in the 401 Water Quality Certification and could precipitate compensatory mitigation.
14. The 401 Water Quality Certification application will need to specifically address the proposed methods for stormwater management. More specifically, stormwater shall not be permitted to discharge directly into streams or surface waters.
15. Based on the information presented in the document, the magnitude of impacts to wetlands and streams may require a Nationwide Permit application to the Corps of Engineers and corresponding 401 Water Quality Certification. Please be advised that a 401 Water Quality Certification requires satisfactory protection of water quality to ensure that water quality standards are met and no wetland or stream uses are lost. Final permit authorization will require the submittal of a formal application by the NCDOT and written concurrence from the NCDWR. Please be aware that any approval will be contingent on appropriate avoidance and minimization of wetland and stream impacts to the maximum extent practical, the development of an acceptable stormwater management plan, and the inclusion of appropriate mitigation plans where appropriate.
16. If concrete is used during construction, a dry work area shall be maintained to prevent direct contact between curing concrete and stream water. Water that inadvertently contacts uncured concrete shall not be discharged to surface waters due to the potential for elevated pH and possible aquatic life and fish kills.
17. If temporary access roads or detours are constructed, the site shall be graded to its preconstruction contours and elevations. Disturbed areas shall be seeded or mulched to stabilize the soil and appropriate native woody species shall be planted. When using temporary structures the area shall be cleared but not grubbed. Clearing the area with chain saws, mowers, bush-hogs, or other mechanized equipment and leaving the stumps and root mat intact allows the area to re-vegetate naturally and minimizes soil disturbance.
18. Unless otherwise authorized, placement of culverts and other structures in waters and streams shall be placed below the elevation of the streambed by one foot for all culverts with a diameter greater than 48 inches, and 20 percent of the culvert diameter for culverts having a diameter less than 48 inches, to allow low flow passage of water and aquatic life. Design and placement of culverts and other structures including temporary erosion control measures shall not be conducted in a manner that may result in dis-equilibrium of wetlands or streambeds or banks, adjacent to or upstream and downstream of the above structures. The applicant is required to provide evidence that the equilibrium is being maintained if requested in writing by the NCDWR. If this condition is unable to be met due to bedrock or other limiting features encountered during construction, please contact the NCDWR for guidance on how to proceed and to determine whether or not a permit modification will be required.
19. If multiple pipes or barrels are required, they shall be designed to mimic natural stream cross section as closely as possible including pipes or barrels at flood plain elevation, floodplain benches, and/or sills may be required where appropriate. Widening the stream channel should be avoided. Stream channel widening at the inlet or outlet end of structures typically decreases water velocity causing sediment deposition that requires increased maintenance and disrupts aquatic life passage.

20. If foundation test borings are necessary; it shall be noted in the document. Geotechnical work is approved under General 401 Certification Number 4085/Nationwide Permit No. 6 for Survey Activities.
21. Sediment and erosion control measures sufficient to protect water resources must be implemented and maintained in accordance with the most recent version of North Carolina Sediment and Erosion Control Planning and Design Manual and the most recent version of NCS000250.
22. All work in or adjacent to stream waters shall be conducted in a dry work area. Approved BMP measures from the most current version of the NCDOT Construction and Maintenance Activities manual such as sandbags, rock berms, cofferdams and other diversion structures shall be used to prevent excavation in flowing water.
23. While the use of National Wetland Inventory (NWI) maps, NC Coastal Region Evaluation of Wetland Significance (NC-CREWS) maps and soil survey maps are useful tools, their inherent inaccuracies require that qualified personnel perform onsite wetland delineations prior to permit approval.
24. Heavy equipment should be operated from the bank rather than in stream channels in order to minimize sedimentation and reduce the likelihood of introducing other pollutants into streams. This equipment shall be inspected daily and maintained to prevent contamination of surface waters from leaking fuels, lubricants, hydraulic fluids, or other toxic materials.
25. Riprap shall not be placed in the active thalweg channel or placed in the streambed in a manner that precludes aquatic life passage. Bioengineering boulders or structures should be properly designed, sized and installed.
26. Riparian vegetation (native trees and shrubs) shall be preserved to the maximum extent possible. Riparian vegetation must be reestablished within the construction limits of the project by the end of the growing season following completion of construction.

Thank you for requesting our input at this time. The NCDOT is reminded that issuance of a 401 Water Quality Certification requires that appropriate measures be instituted to ensure that water quality standards are met and designated uses are not degraded or lost. If you have any questions or require additional information, please contact Rob Ridings at 919-707-8786.



STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION

ROY COOPER  
GOVERNOR

JAMES H. TROGDON, III  
SECRETARY

March 12, 2018

MEMORANDUM TO: Chris Militscher  
U.S. Environmental Protection Agency  
61 Forsyth Street, SW  
Atlanta, GA 30303

FROM: Addison Gainey, PE  
Project Manager  
NCDOT – Division 4

SUBJECT: Start of Study for State Transportation Improvement Program (STIP) Project Number U-3609B: US 13 (Berkeley Blvd) from SR 1003 (New Hope Road) to north of SR 1572 (Saulston Road), Wayne County – Widen to multi-lanes.

NCDOT Division 4 has started the project development, environmental and engineering studies for the subject project. The project is included in the North Carolina Department of Transportation's 2018 – 2027 STIP and is scheduled for right of way acquisition in fiscal year 2019 and construction in fiscal year 2021. The project scoping meeting was held on November 13, 2017, at the NCDOT Division 4 office, 509 Ward Blvd, Wilson, NC 27893.

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Thank you for your assistance in the project development process. If you have any questions concerning the project, please contact Steve Smallwood, P.E., Consultant Project Manager at (919) 865- 7580 or by email at [steve.smallwood@stantec.com](mailto:steve.smallwood@stantec.com). Please include the STIP Project Number in all correspondence.

*Mailing Address:*  
NC DEPARTMENT OF TRANSPORTATION  
PROJECT DEVELOPMENT AND  
ENVIRONMENTAL ANALYSIS  
1548 MAIL SERVICE CENTER  
RALEIGH, NC 27699-1548

*Telephone:* (919) 707-6000  
*Fax:* (919) 250-4224  
*Customer Service:* 1-877-368-4968

*Website:* [www.ncdot.gov](http://www.ncdot.gov)

*Location:*  
1000 BIRCH RIDGE DRIVE  
RALEIGH, NC 27610

**From:** [Somerville, Amanetta](#)  
**To:** [Wray, Michael G](#)  
**Subject:** RE: U-3609B - Start of Study  
**Date:** Wednesday, March 21, 2018 10:02:56 AM

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Good morning Michael,

The Scoping for the proposed STIP Project U-3609B: Widen to multi-lanes US 13 (Berkeley Blvd) from SR 1003 (New Hope Road) to north of SR 1572 (Saulston Road), Wayne County, North Carolina, is a state-funded project. NEPA is not applicable. EPA does not have any comments at this time.

***Amanetta Somerville***

U.S. Environmental Protection Agency Region 4  
61 Forsyth Street SW. Atlanta, Ga 30303  
National Environmental Policy Act Program Office  
Resource Conservation and Restoration Division  
Phone: 404-562-9025  
E-mail: [somerville.amanetta@epa.gov](mailto:somerville.amanetta@epa.gov)

---

**From:** Wray, Michael G [<mailto:MichaelG.Wray@stantec.com>]  
**Sent:** Monday, March 12, 2018 1:44 PM  
**To:** Militscher, Chris <[Militscher.Chris@epa.gov](mailto:Militscher.Chris@epa.gov)>  
**Cc:** Gainey, Norwood A <[nagainey@ncdot.gov](mailto:nagainey@ncdot.gov)>; [tccoggins@ncdot.gov](mailto:tccoggins@ncdot.gov)  
**Subject:** U-3609B - Start of Study

Good Afternoon Mr. Militscher,

Please see attached for the start of study notification and vicinity map for the U-3609B project in Goldsboro.

If you have any comments or concerns regarding the project, please provide that information at your earliest convenience.

Thank you,

**Michael G. Wray, PE**  
Transportation Engineer  
Stantec  
801 Jones Franklin Road Suite 300, Raleigh NC 27606-3394  
Phone: (919) 532-2325  
Mobile: (919) 561-4756  
[MichaelG.Wray@stantec.com](mailto:MichaelG.Wray@stantec.com)



STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION

ROY COOPER  
GOVERNOR

JAMES H. TROGDON, III  
SECRETARY

March 12, 2018

MEMORANDUM TO: Jennifer Collins  
Transportation Planner, City of Goldsboro  
P.O. Drawer A  
222 N. Center Street  
Goldsboro, NC 27533-9701

FROM: Addison Gainey, PE  
Project Manager  
NCDOT – Division 4

SUBJECT: Start of Study for State Transportation Improvement Program (STIP) Project Number U-3609B: US 13 (Berkeley Blvd) from SR 1003 (New Hope Road) to north of SR 1572 (Saulston Road), Wayne County – Widen to multi-lanes.

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STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION

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JAMES H. TROGDON, III  
SECRETARY

March 12, 2018

MEMORANDUM TO: Shane Staples  
NC Division of Coastal Management – Northern Coastal  
943 Washington Square Mall  
Washington, NC 27889

FROM: Addison Gainey, PE  
Project Manager  
NCDOT – Division 4

SUBJECT: Start of Study for State Transportation Improvement Program (STIP) Project  
Number U-3609B: US 13 (Berkeley Blvd) from SR 1003 (New Hope Road) to  
north of SR 1572 (Saulston Road), Wayne County – Widen to multi-lanes.

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STATE OF NORTH CAROLINA  
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ROY COOPER  
GOVERNOR

JAMES H. TROGDON, III  
SECRETARY

March 12, 2018

MEMORANDUM TO: Gus H. Tulloss  
NCDOT Board of Transportation  
P. O. Box 751  
Rocky Mount, NC 27802

FROM: Addison Gainey, PE  
Project Manager  
NCDOT – Division 4

SUBJECT: Start of Study for State Transportation Improvement Program (STIP) Project Number U-3609B: US 13 (Berkeley Blvd) from SR 1003 (New Hope Road) to north of SR 1572 (Saulston Road), Wayne County – Widen to multi-lanes.

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STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION

ROY COOPER  
GOVERNOR

JAMES H. TROGDON, III  
SECRETARY

March 12, 2018

MEMORANDUM TO: Travis Wilson  
North Carolina Wildlife Resources Commission  
1718 Hwy. 56 West  
Creedmoor, NC 27522

FROM: Addison Gainey, PE  
Project Manager  
NCDOT – Division 4

SUBJECT: Start of Study for State Transportation Improvement Program (STIP) Project Number U-3609B: US 13 (Berkeley Blvd) from SR 1003 (New Hope Road) to north of SR 1572 (Saulston Road), Wayne County – Widen to multi-lanes.

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## ⊠ North Carolina Wildlife Resources Commission ⊠

---

Gordon Myers, Executive Director

### MEMORANDUM

**TO:** Steve Smallwood, P.E., Consultant Project Manager  
NCDOT Division 4

**FROM:** Travis Wilson, Highway Project Coordinator  
Habitat Conservation Program

**DATE:** April 4, 2018

**SUBJECT:** Response to the start of study notification regarding fish and wildlife concerns for the proposed US 13 widening from SR 1003 to SR 1572, Onslow County North Carolina. TIP project: U-6065

This memorandum responds to a request for our concerns regarding impacts on fish and wildlife resources resulting from the subject project. Biologists on the staff of the N. C. Wildlife Resources Commission (NCWRC) have reviewed the proposed improvements. Our comments are provided in accordance with certain provisions of the National Environmental Policy Act (42 U.S.C. 4332(2)(c)) and the Fish and Wildlife Coordination Act (48 Stat. 401, as amended; 16 U.S.C. 661-667d).

At this time we do not have any specific comments. However, to help facilitate document preparation and the review process our general informational needs are outlined below:

1. Description of fishery and wildlife resources within the project area, including a listing of federally or state designated threatened, endangered, or special concern species. Potential borrow areas to be used for project construction should be included in the inventories. A listing of designated plant species can be developed through consultation with:

NC Natural Heritage Program  
Dept. of Environment & Natural Resources  
1601 Mail Service Center  
Raleigh, NC 27699-1601.  
[WWW.ncnhp.org](http://WWW.ncnhp.org)

and,

NCDA Plant Conservation Program

P. O. Box 27647  
Raleigh, N. C. 27611  
(919) 733-3610

2. Description of any streams or wetlands affected by the project. The need for channelizing or relocating portions of streams crossed and the extent of such activities.
3. Cover type maps showing wetland acreages impacted by the project. Wetland acreages should include all project-related areas that may undergo hydrologic change as a result of ditching, other drainage, or filling for project construction. Wetland identification may be accomplished through coordination with the U. S. Army Corps of Engineers (COE). If the COE is not consulted, the person delineating wetlands should be identified and criteria listed.
4. Cover type maps showing acreages of upland wildlife habitat impacted by the proposed project. Potential borrow sites should be included.
5. The extent to which the project will result in loss, degradation, or fragmentation of wildlife habitat (wetlands or uplands).
6. Mitigation for avoiding, minimizing or compensating for direct and indirect degradation in habitat quality as well as quantitative losses.
7. A cumulative impact assessment section which analyzes the environmental effects of highway construction and quantifies the contribution of this individual project to environmental degradation.
8. A discussion of the probable impacts on natural resources which will result from secondary development facilitated by the improved road access.
9. If construction of this facility is to be coordinated with other state, municipal, or private development projects, a description of these projects should be included in the environmental document, and all project sponsors should be identified.

Thank you for the opportunity to provide input in the early planning stages for this project. If we can further assist your office, please contact me at (919) 707-0370.



STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION

ROY COOPER  
GOVERNOR

JAMES H. TROGDON, III  
SECRETARY

March 12, 2018

MEMORANDUM TO: Tom Steffens  
U.S. Army Corps of Engineers  
2407 West 5<sup>th</sup> Street  
Washington, NC 27889-1000

FROM: Addison Gainey, PE  
Project Manager  
NCDOT – Division 4

SUBJECT: Start of Study for State Transportation Improvement Program (STIP) Project Number U-3609B: US 13 (Berkeley Blvd) from SR 1003 (New Hope Road) to north of SR 1572 (Saulston Road), Wayne County – Widen to multi-lanes.

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RALEIGH, NC 27610



STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION

ROY COOPER  
GOVERNOR

JAMES H. TROGDON, III  
SECRETARY

March 12, 2018

MEMORANDUM TO: Gary Jordan  
US Fish and Wildlife Service - Eastern Region  
P.O. Box 33726  
Raleigh, NC 27636-3726

FROM: Addison Gainey, PE  
Project Manager  
NCDOT – Division 4

SUBJECT: Start of Study for State Transportation Improvement Program (STIP) Project Number U-3609B: US 13 (Berkeley Blvd) from SR 1003 (New Hope Road) to north of SR 1572 (Saulston Road), Wayne County – Widen to multi-lanes.

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**From:** [Jordan, Gary](#)  
**To:** [Wray, Michael G](#)  
**Cc:** [Gainey, Norwood A](#); [tccoggins@ncdot.gov](mailto:tccoggins@ncdot.gov)  
**Subject:** Re: U-3609B - Start of Study  
**Date:** Wednesday, March 14, 2018 3:24:27 PM

---

Michael,

The USFWS does not have any specific concerns for this project at this time. Thanks for the opportunity to review.

**Gary Jordan**

Fish and Wildlife Biologist, Liaison to NCDOT

US Fish and Wildlife Service

**P.O. Box 33726**

**Raleigh, NC 27636-3726**

Phone: 919-856-4520 x.32

Fax: 919-856-4556

Email: [gary\\_jordan@fws.gov](mailto:gary_jordan@fws.gov)

*NOTE: This email correspondence and any attachments to and from this sender are subject to the Freedom of Information Act (FOIA) and may be disclosed to third parties.*

On Mon, Mar 12, 2018 at 1:52 PM, Wray, Michael G <[MichaelG.Wray@stantec.com](mailto:MichaelG.Wray@stantec.com)> wrote:

Good Afternoon Mr. Jordan,

Please see attached for the start of study notification and vicinity map for the U-3609B project in Goldsboro.

If you have any comments or concerns regarding the project, please provide that information at your earliest convenience.

Thank you,

**Michael G. Wray, PE**

Transportation Engineer

Stantec

801 Jones Franklin Road Suite 300, Raleigh NC 27606-3394

Phone: (919) 532-2325

Mobile: (919) 561-4756

[MichaelG.Wray@stantec.com](mailto:MichaelG.Wray@stantec.com)